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Moffat, III et al.

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(54) **MULTI-USE CONFIGURABLE WATERCRAFT**

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(72) Inventors: **John David Moffat, III**, Bonita, CA (US); **Kasey Campbell**, San Diego, CA (US)

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Related U.S. Application Data

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(51) **Int. Cl.**

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B63B 35/73	(2006.01)
B63B 7/02	(2006.01)
B63B 43/14	(2006.01)
B63B 1/10	(2006.01)
B63B 3/08	(2006.01)

(52) **U.S. Cl.**

CPC ***B63B 35/73*** (2013.01); ***B63B 7/02*** (2013.01); ***B63B 43/14*** (2013.01); ***B63H 20/02*** (2013.01); *B63B 2001/102* (2013.01); *B63B 2003/085* (2013.01)

(58) **Field of Classification Search**

CPC B63B 7/04

See application file for complete search history.

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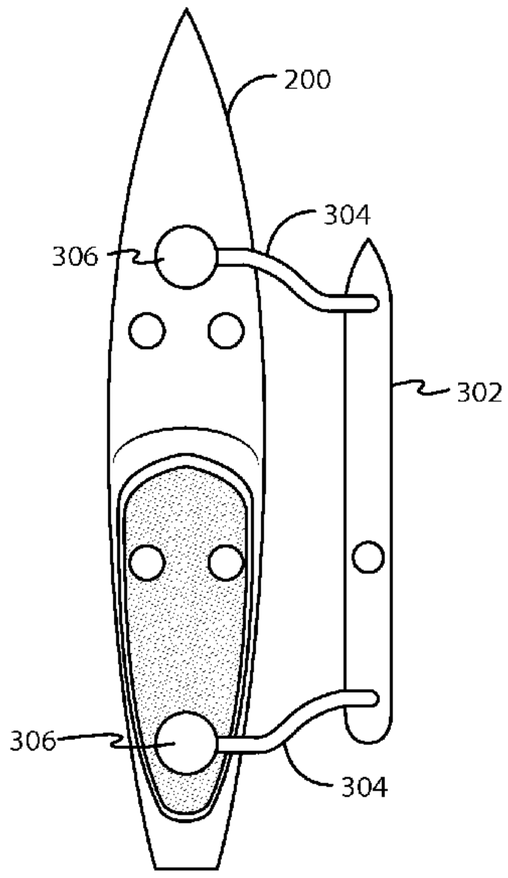
(57) **ABSTRACT**

A variety of multi-use, configurable watercraft is disclosed. A first type of watercraft used in a first water-based activity may be used as a component in a second type of watercraft used in a second water-based activity. For example, a stand-up paddleboard (SUP) may be used for paddle boarding, and then converted into a kayak, sailboat, catamaran, motorboat, or other type of vessel by adding one or more components to the SUP. In one embodiment, two paddleboards are used to construct a variety of multi-hull watercraft.

8 Claims, 27 Drawing Sheets



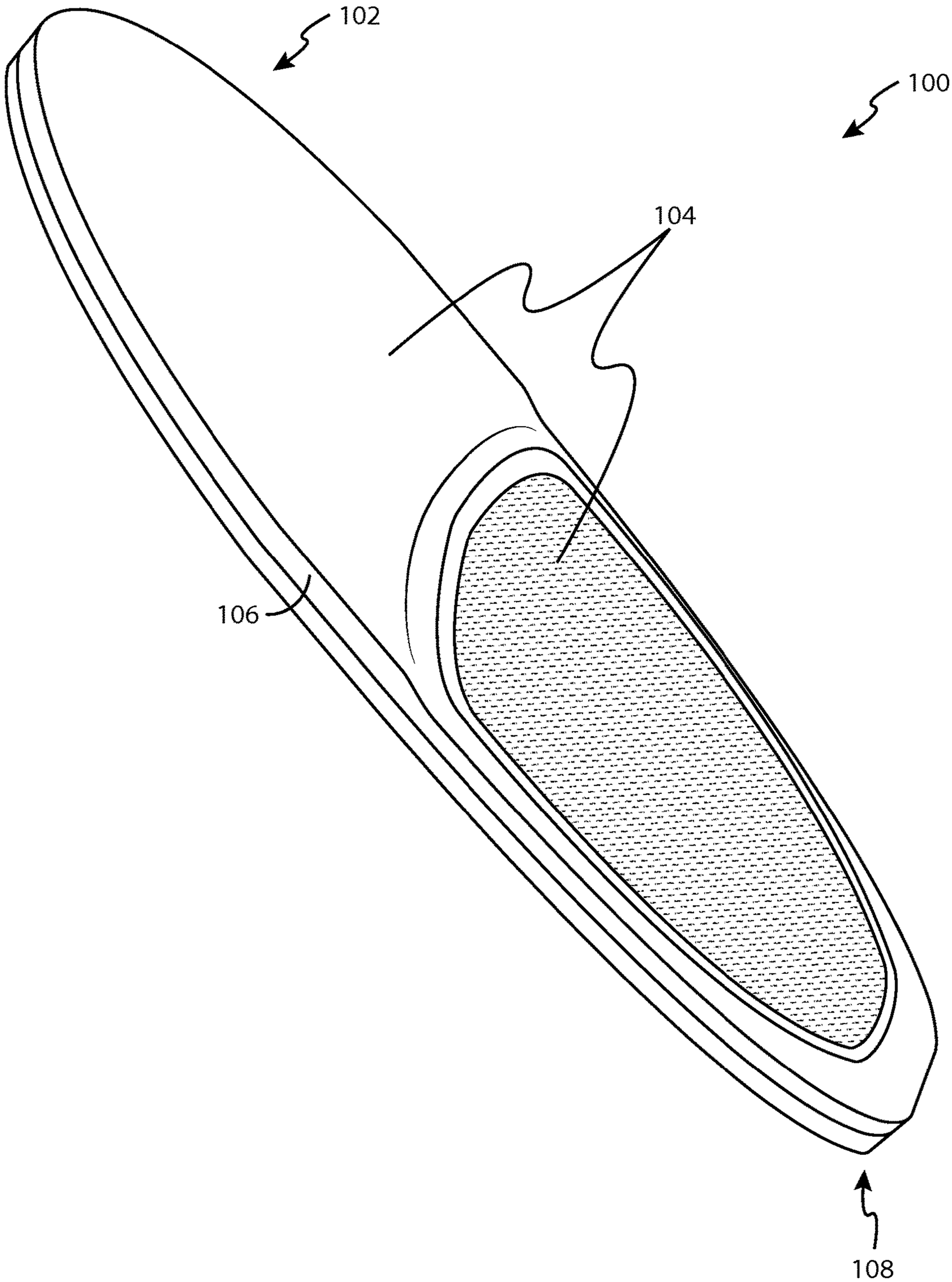


FIG. 1

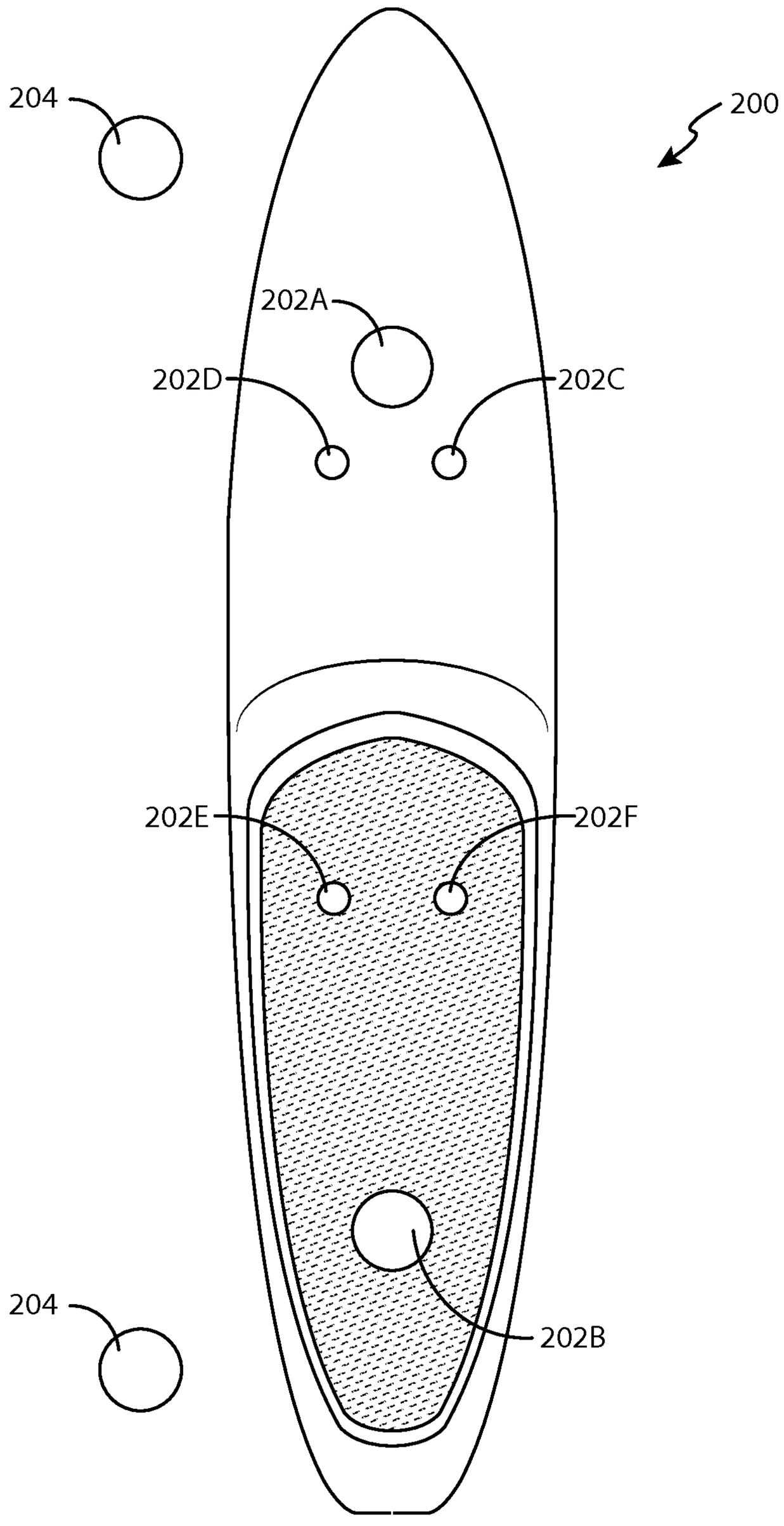


FIG. 2

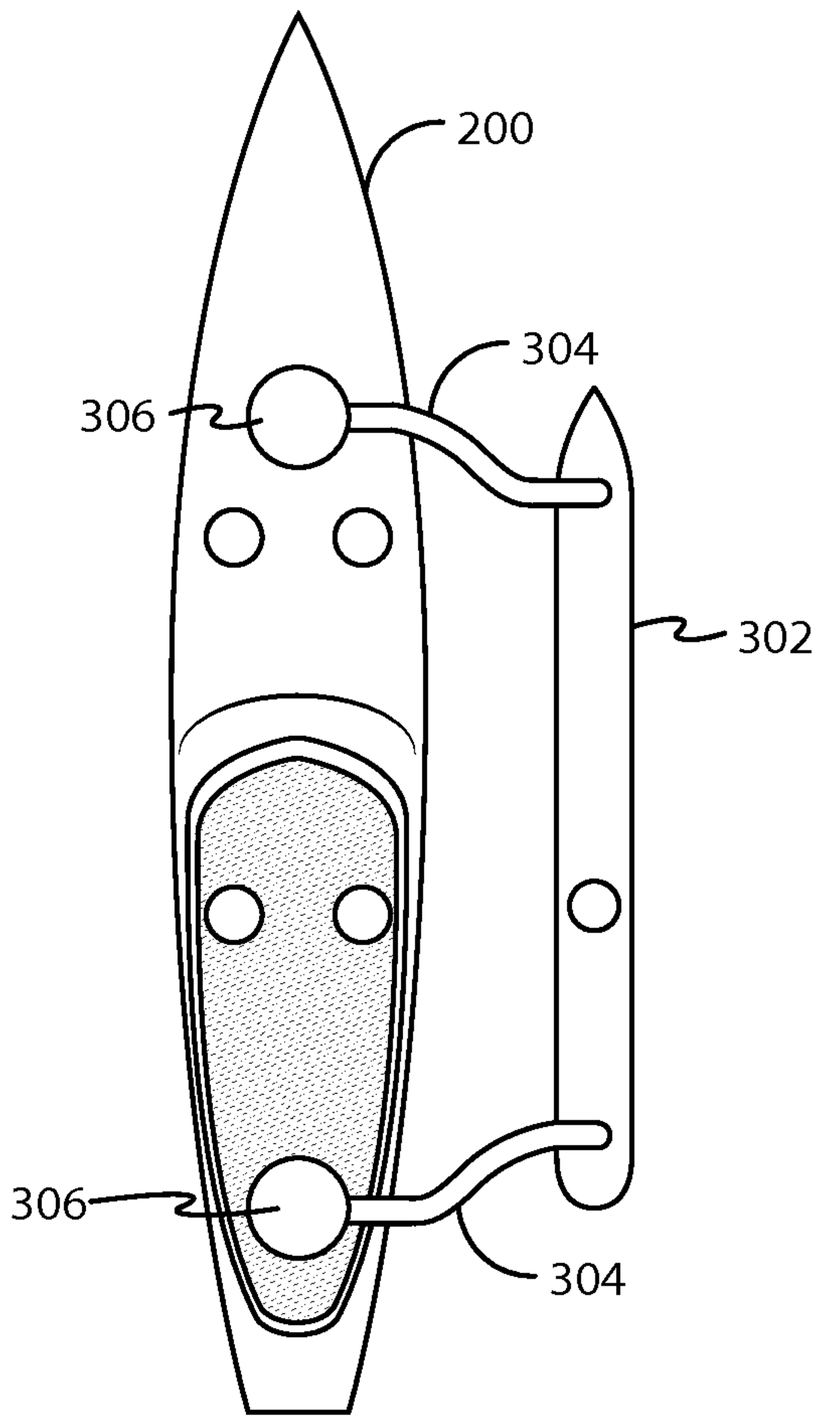


FIG. 3

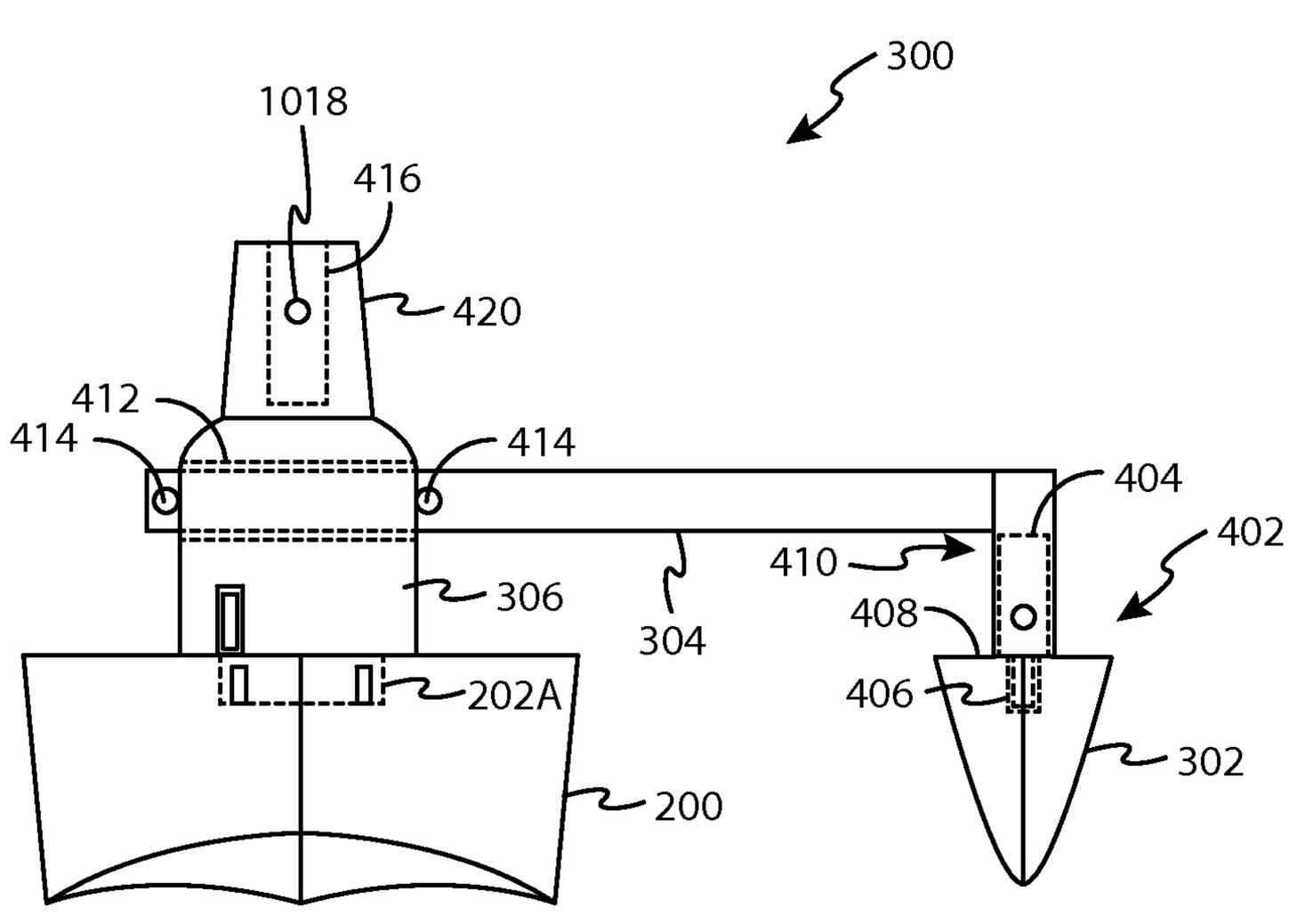

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FIG. 4

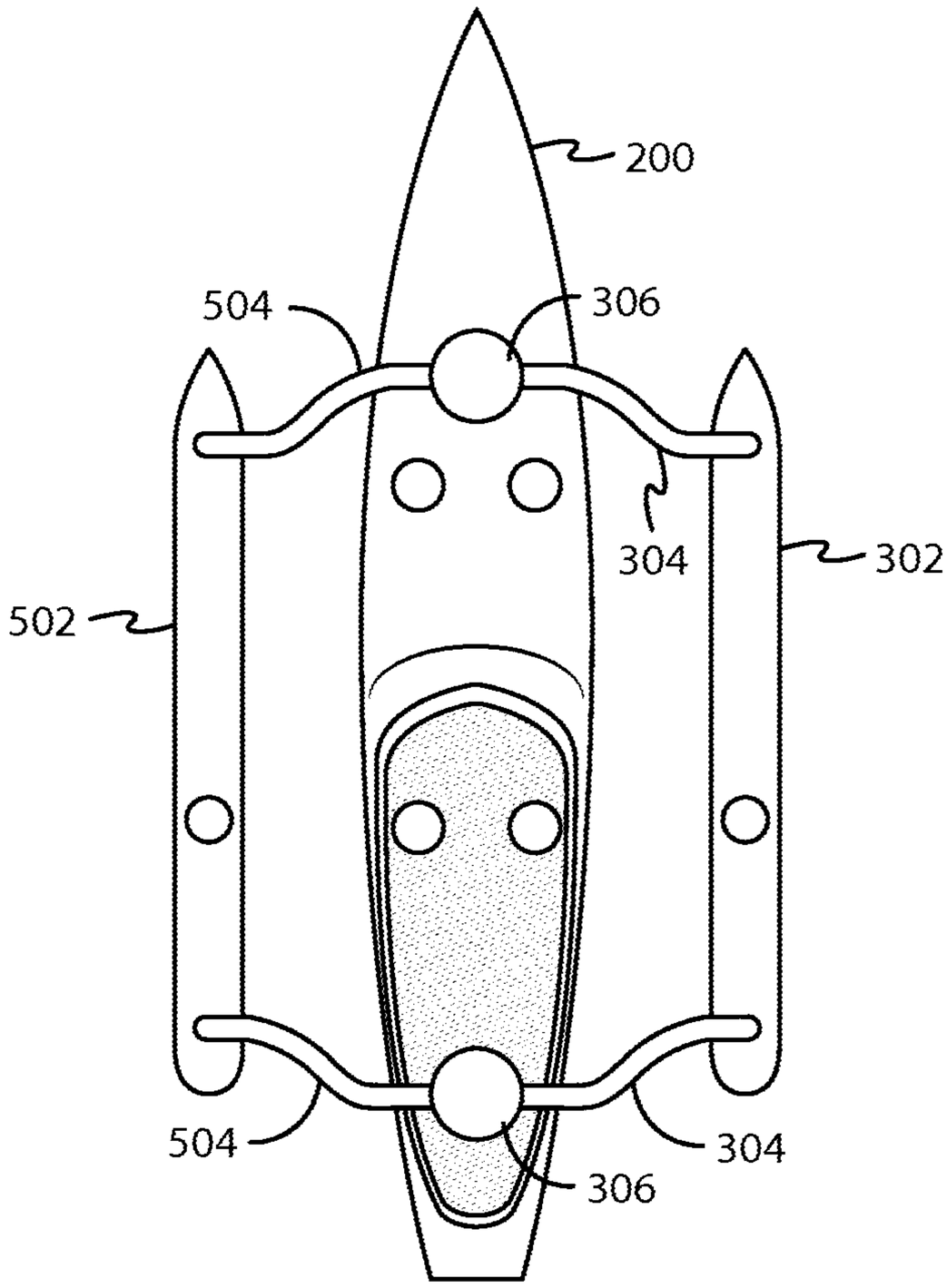


FIG. 5

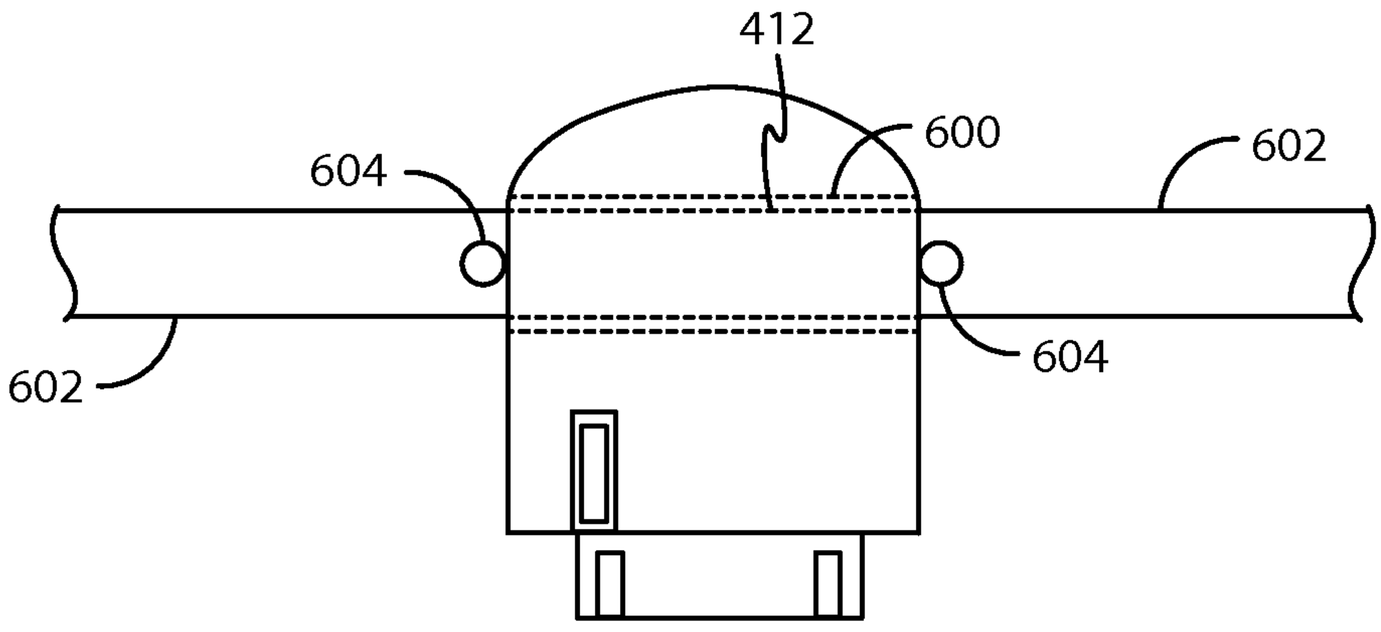


FIG. 6

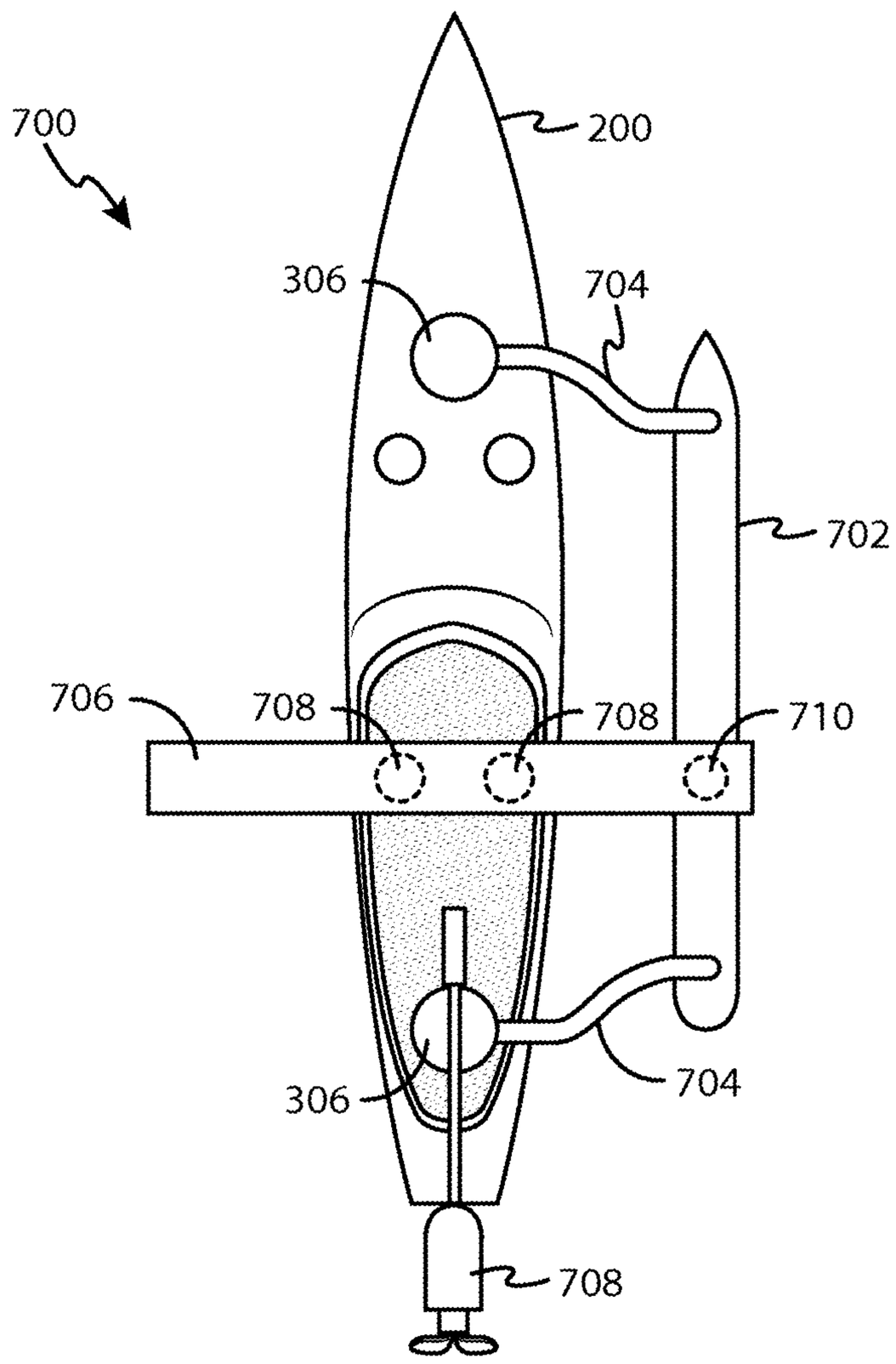


FIG. 7

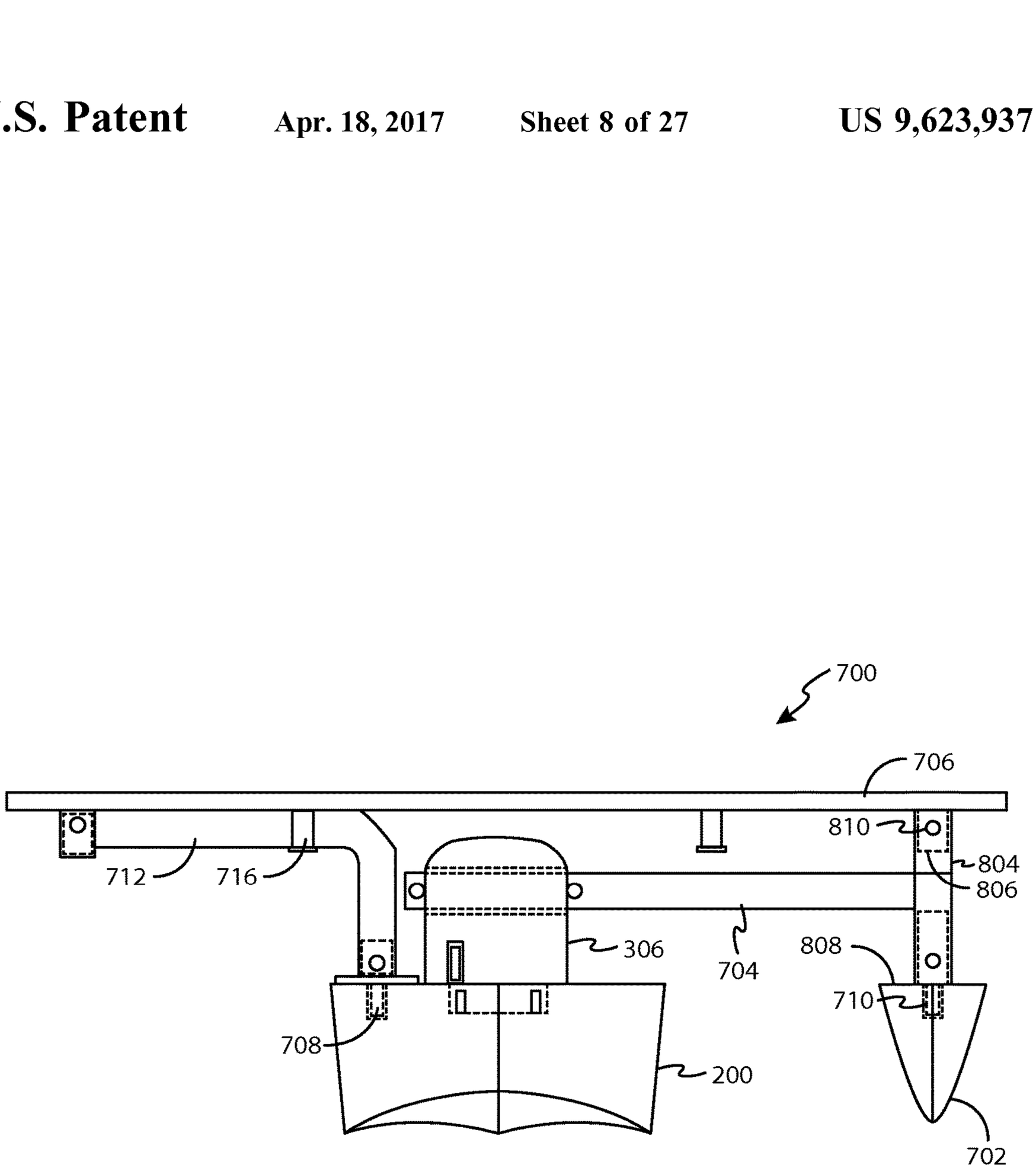
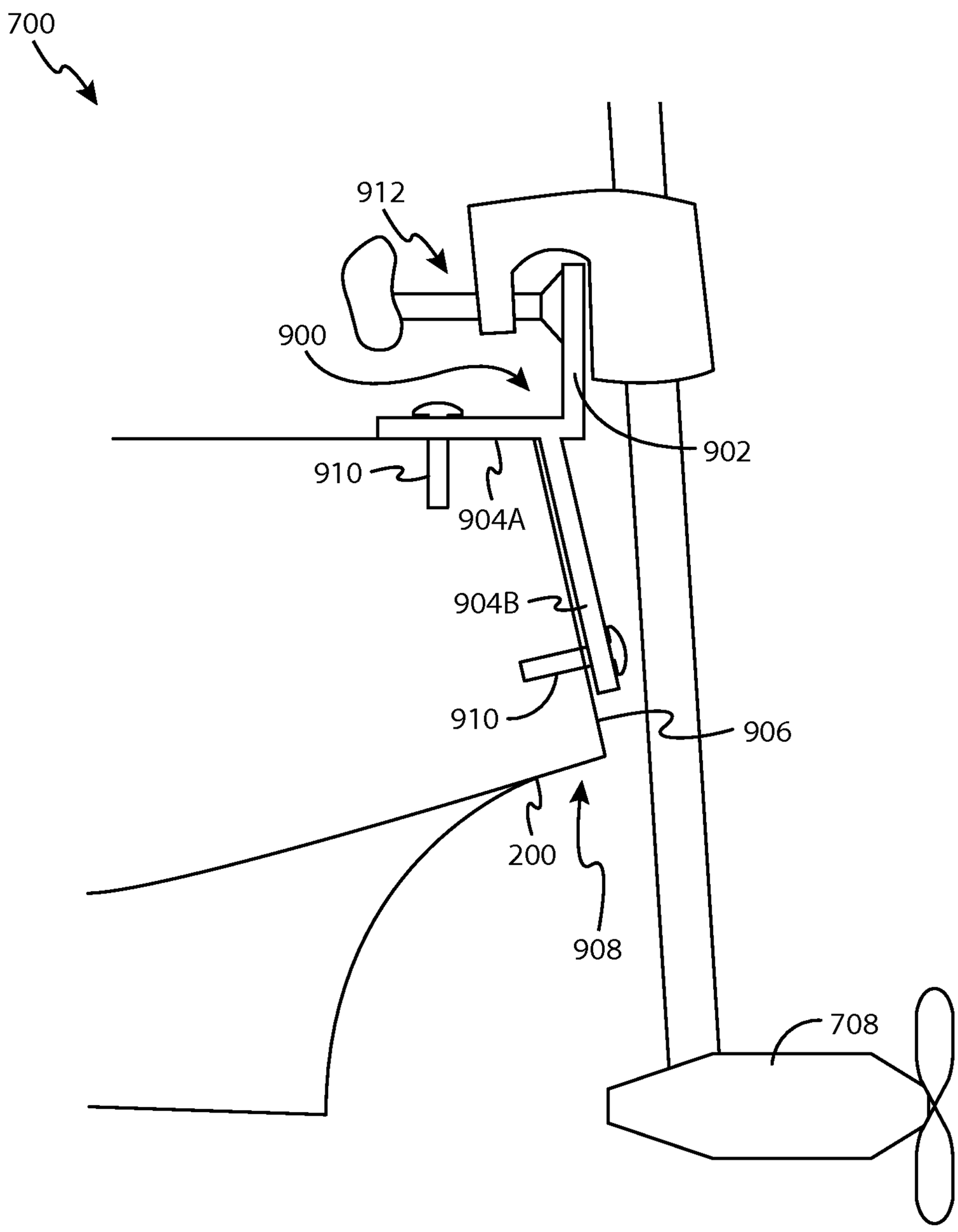


FIG. 8



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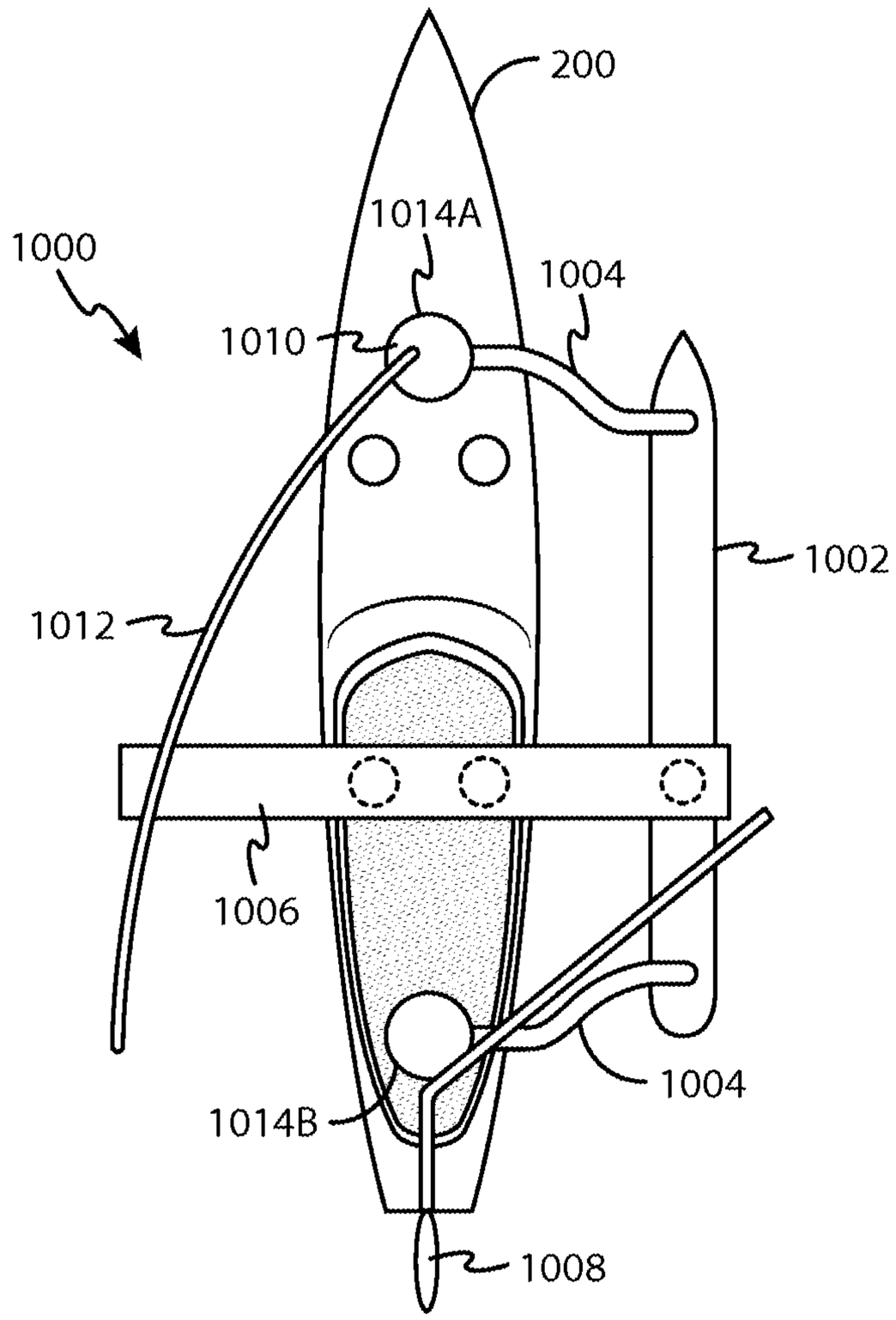


FIG. 10

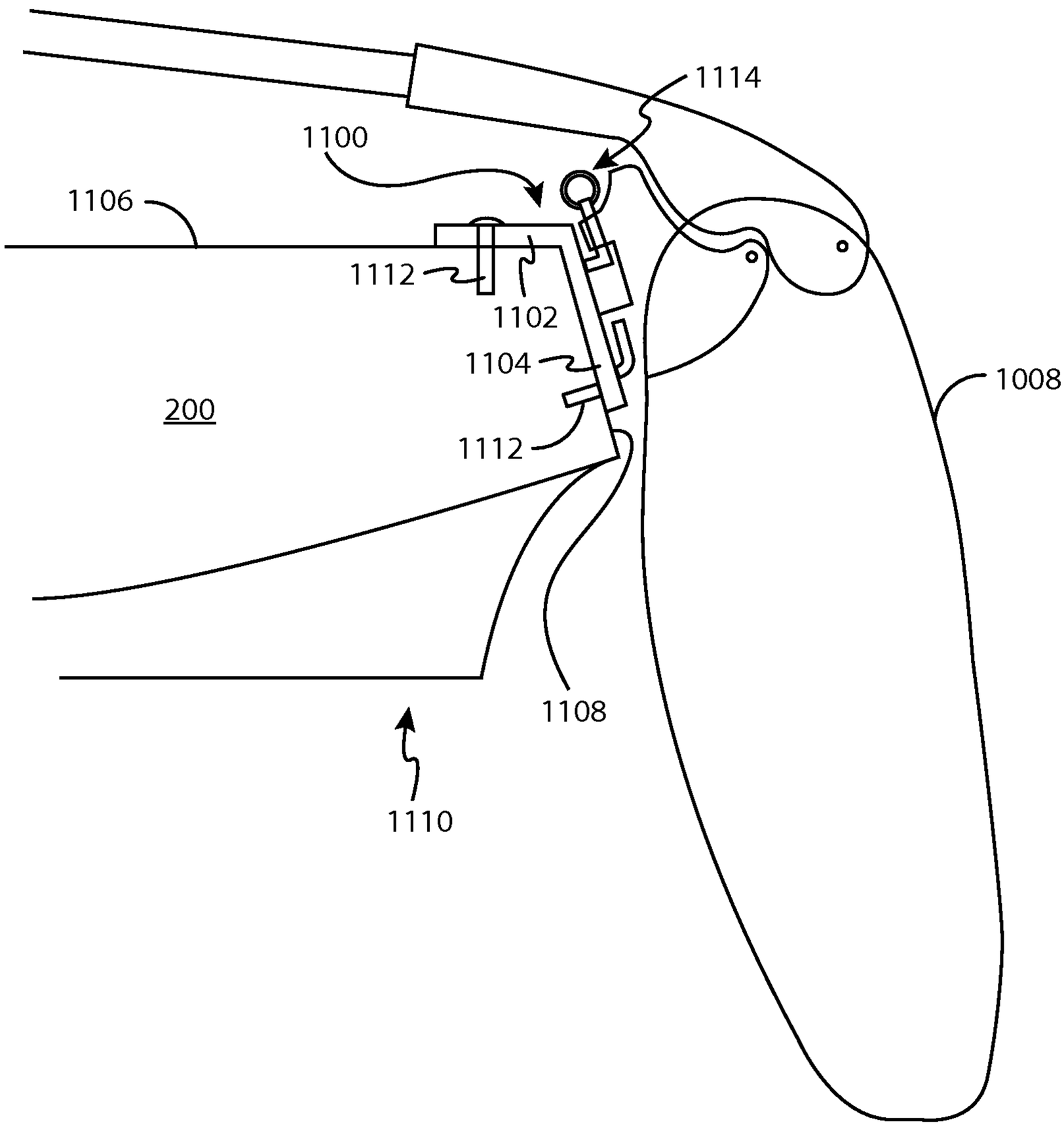


FIG. 11

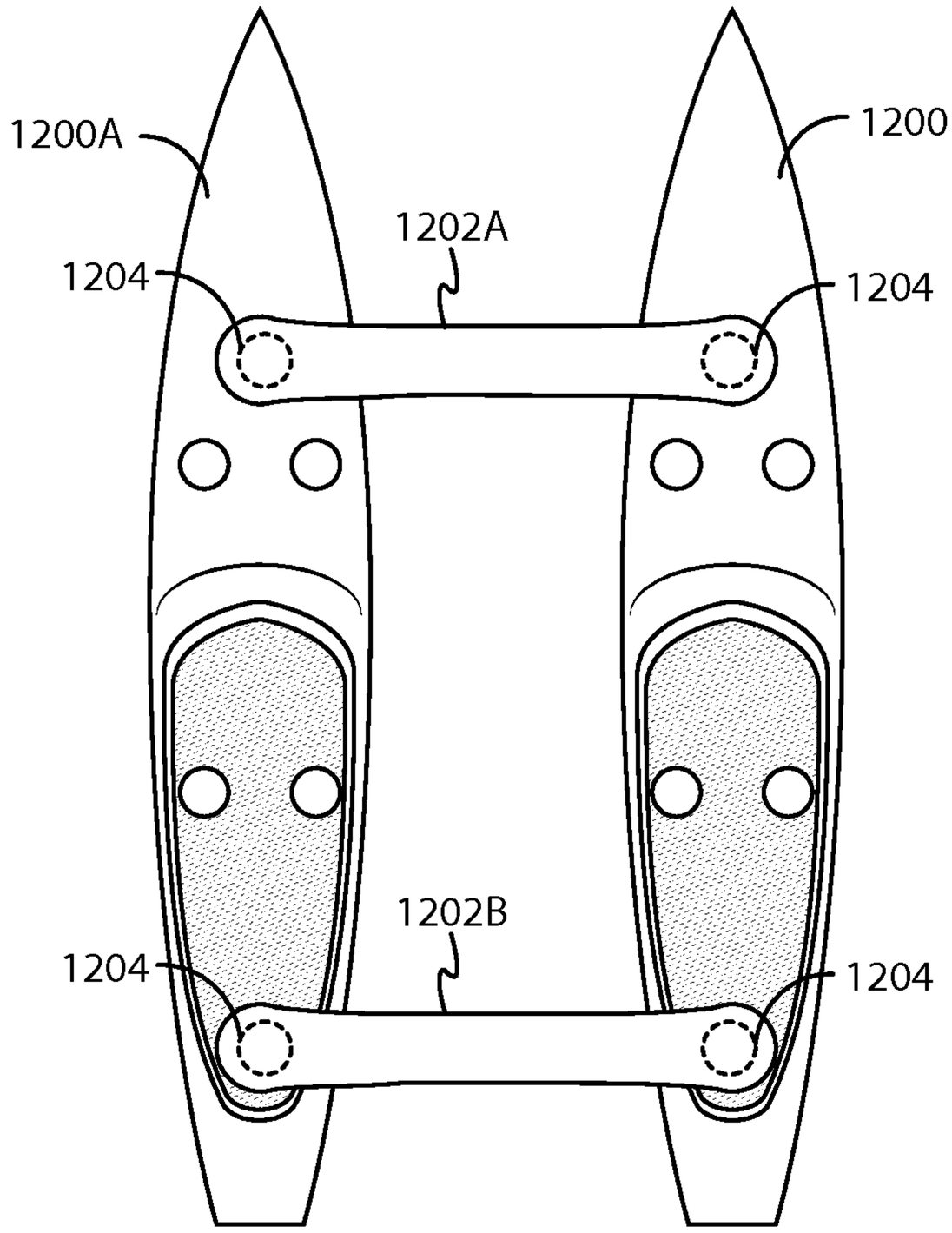


FIG. 12

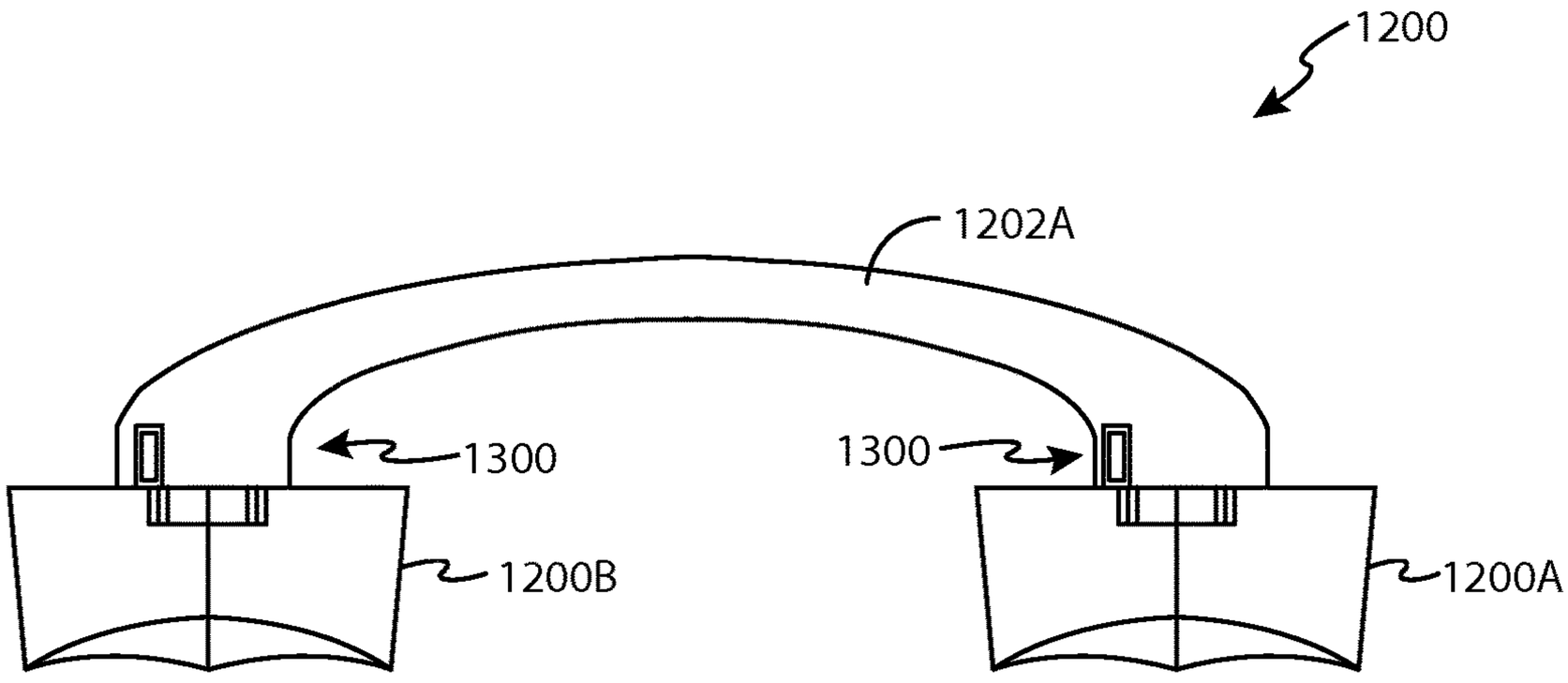
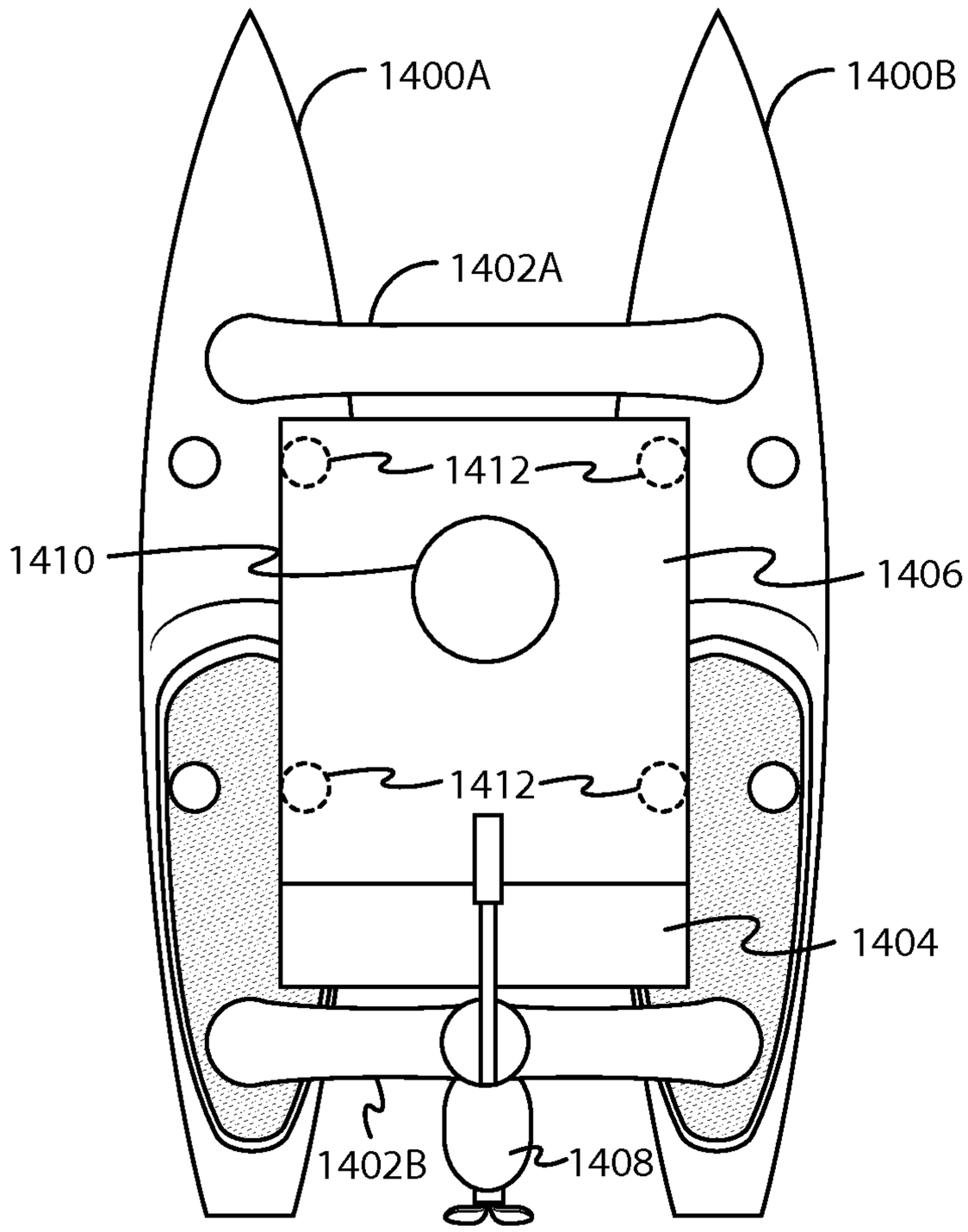


FIG. 13



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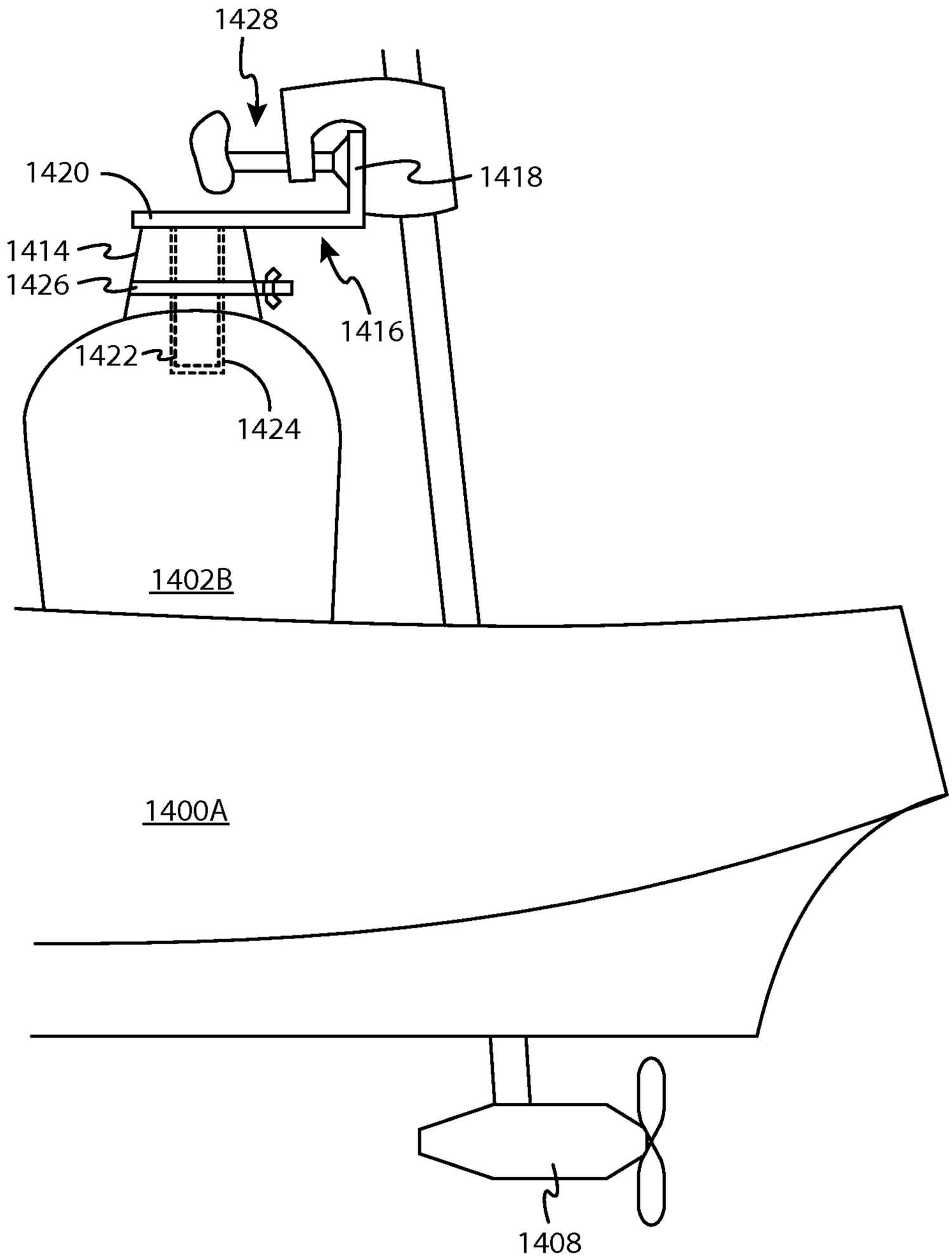

FIG. 14A

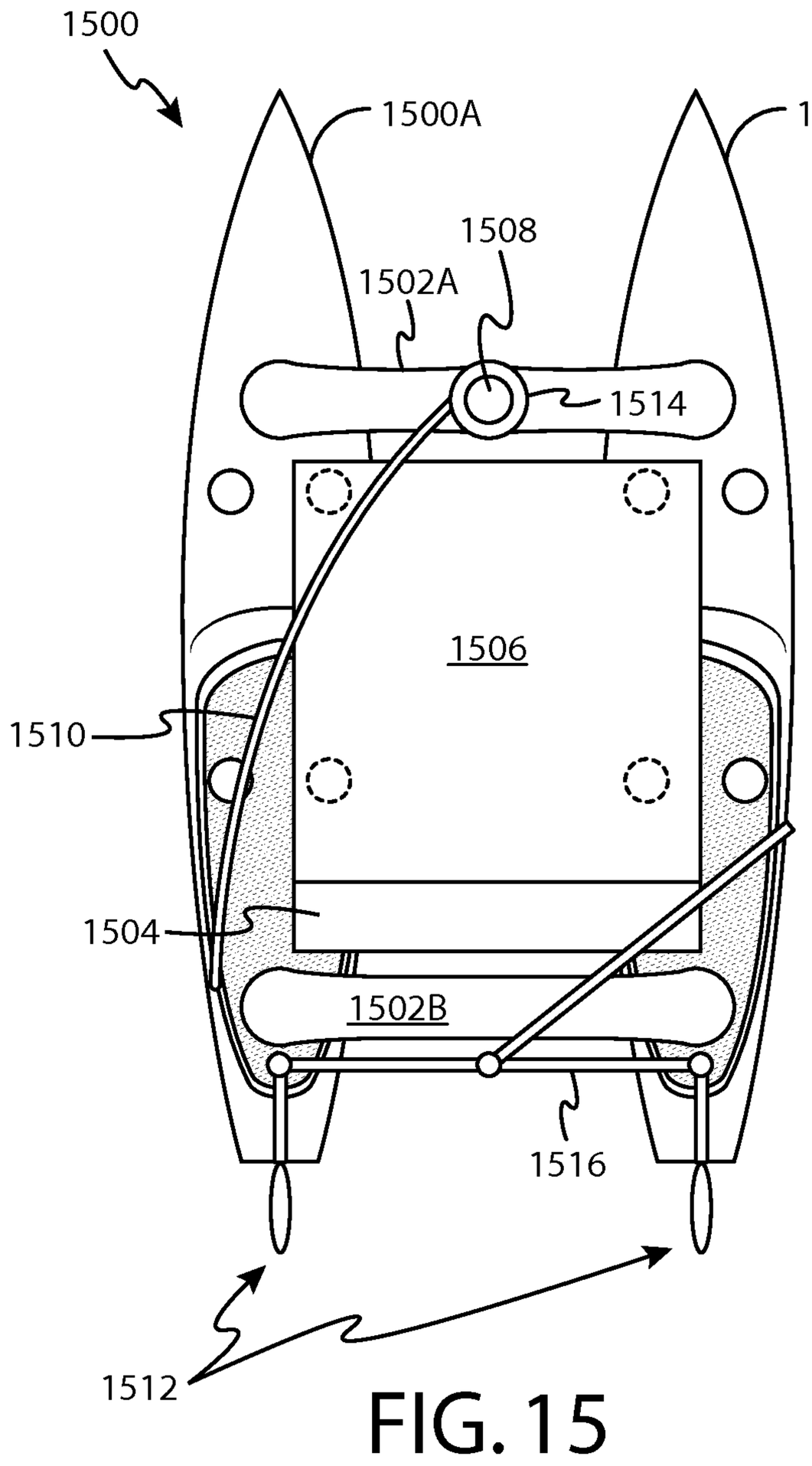
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FIG. 15

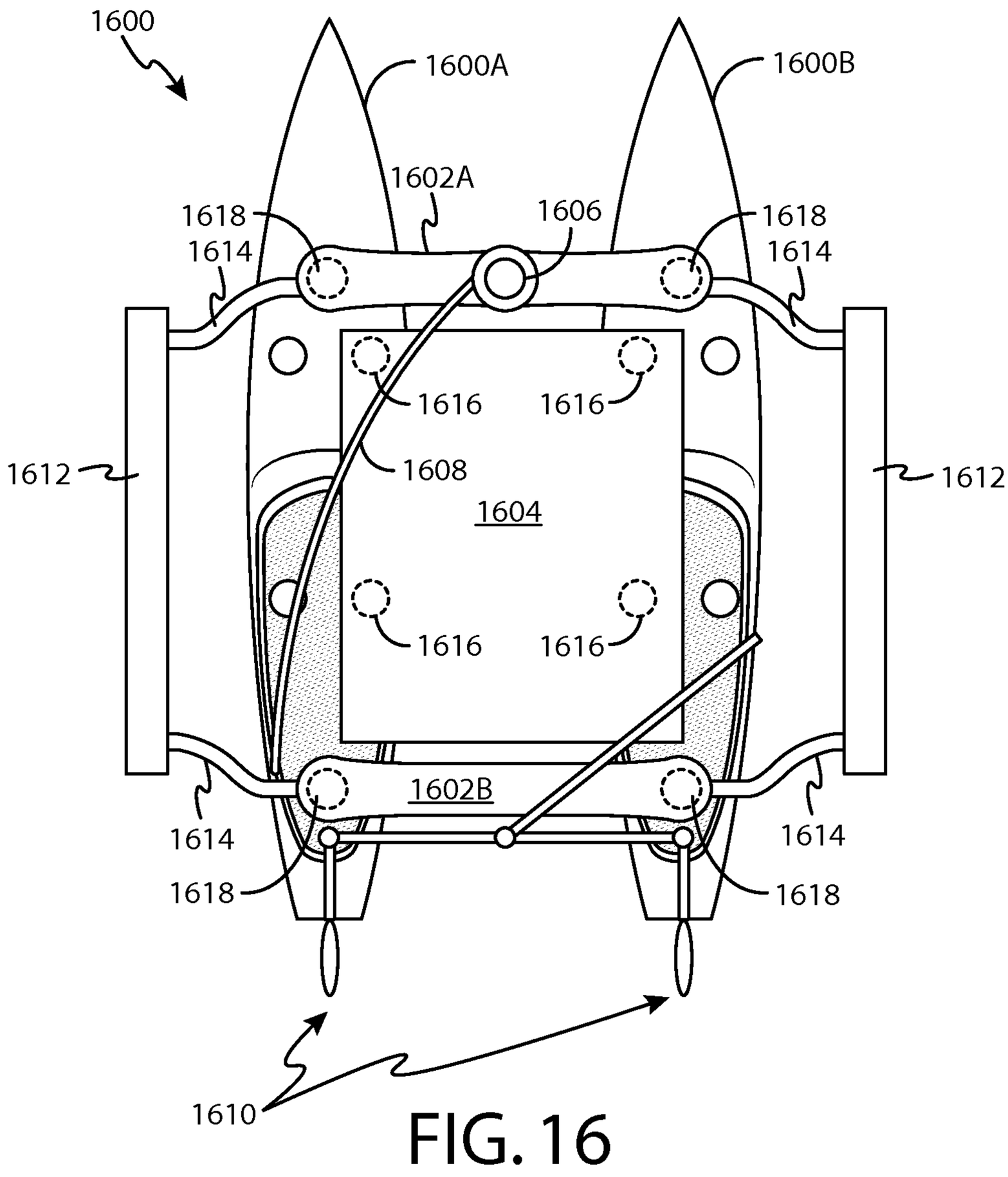
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FIG. 16

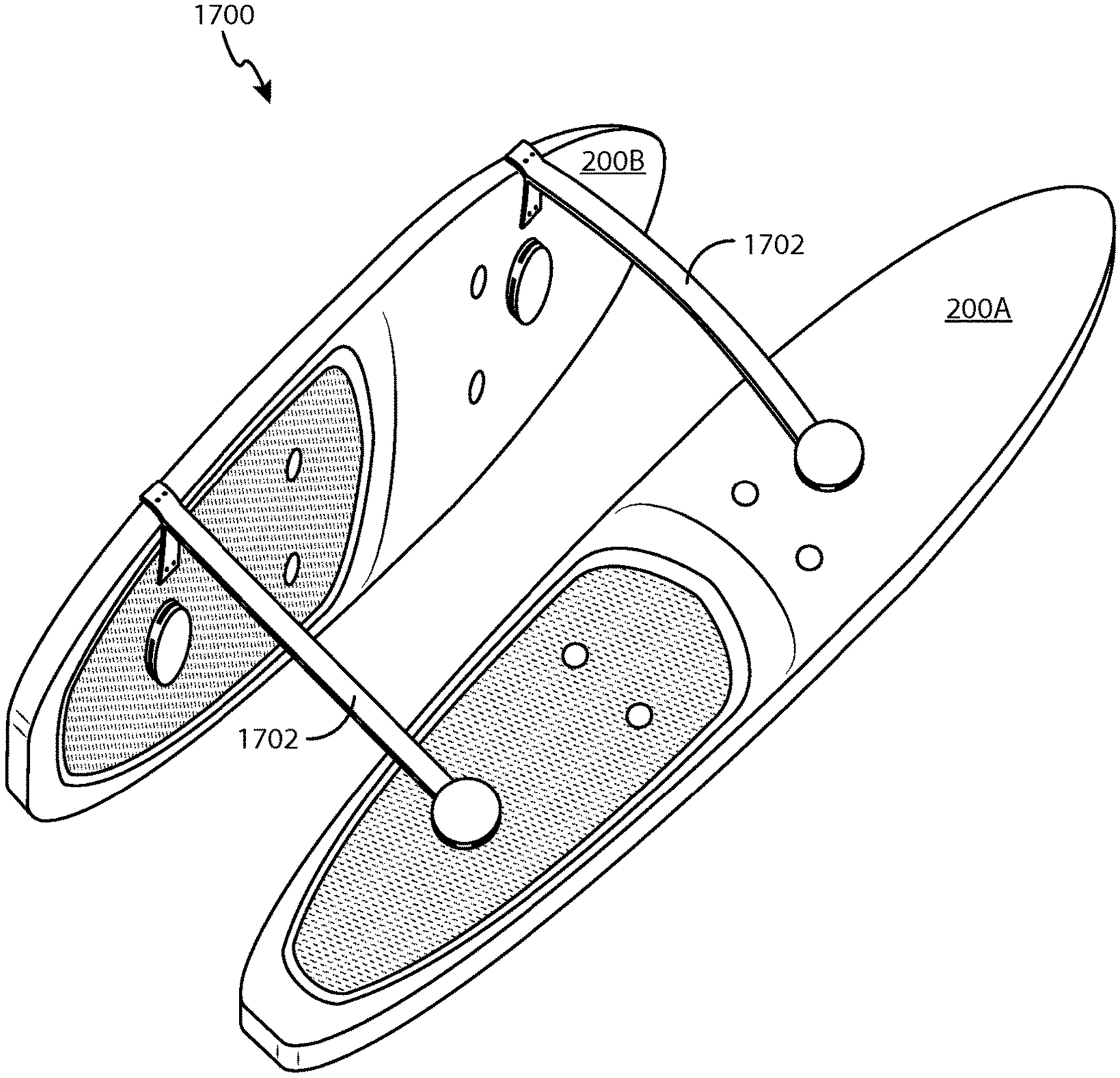

FIG. 17

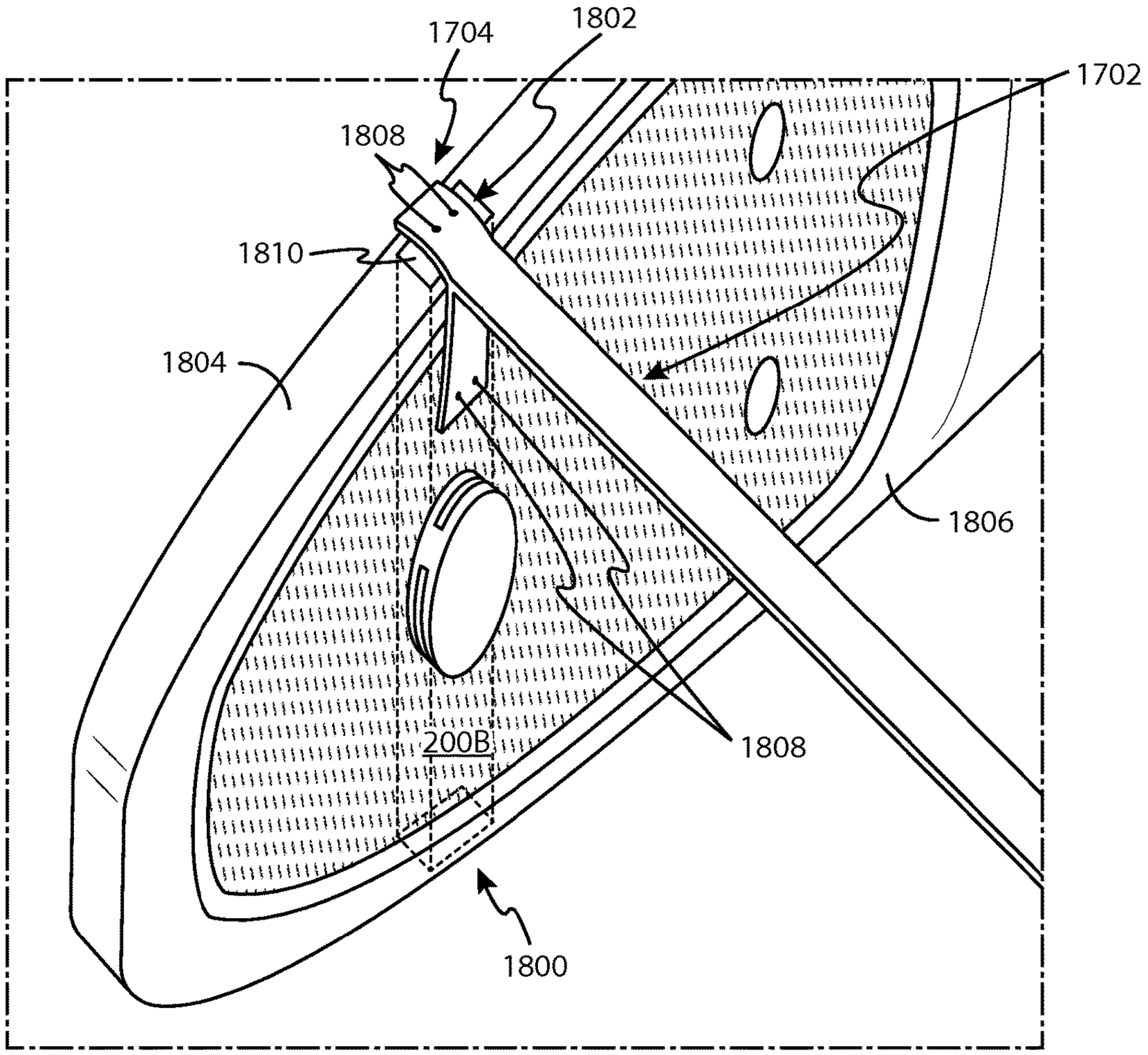

FIG. 18

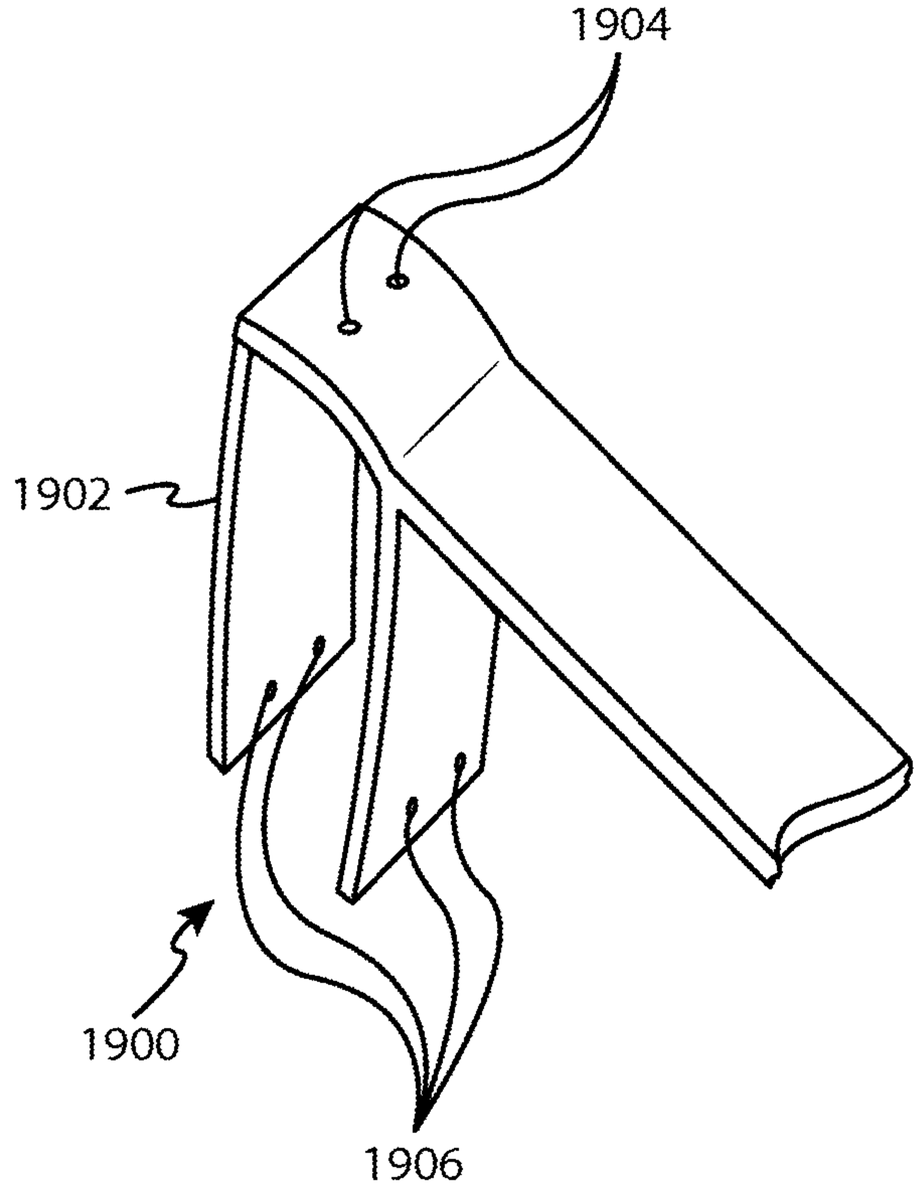

FIG. 19

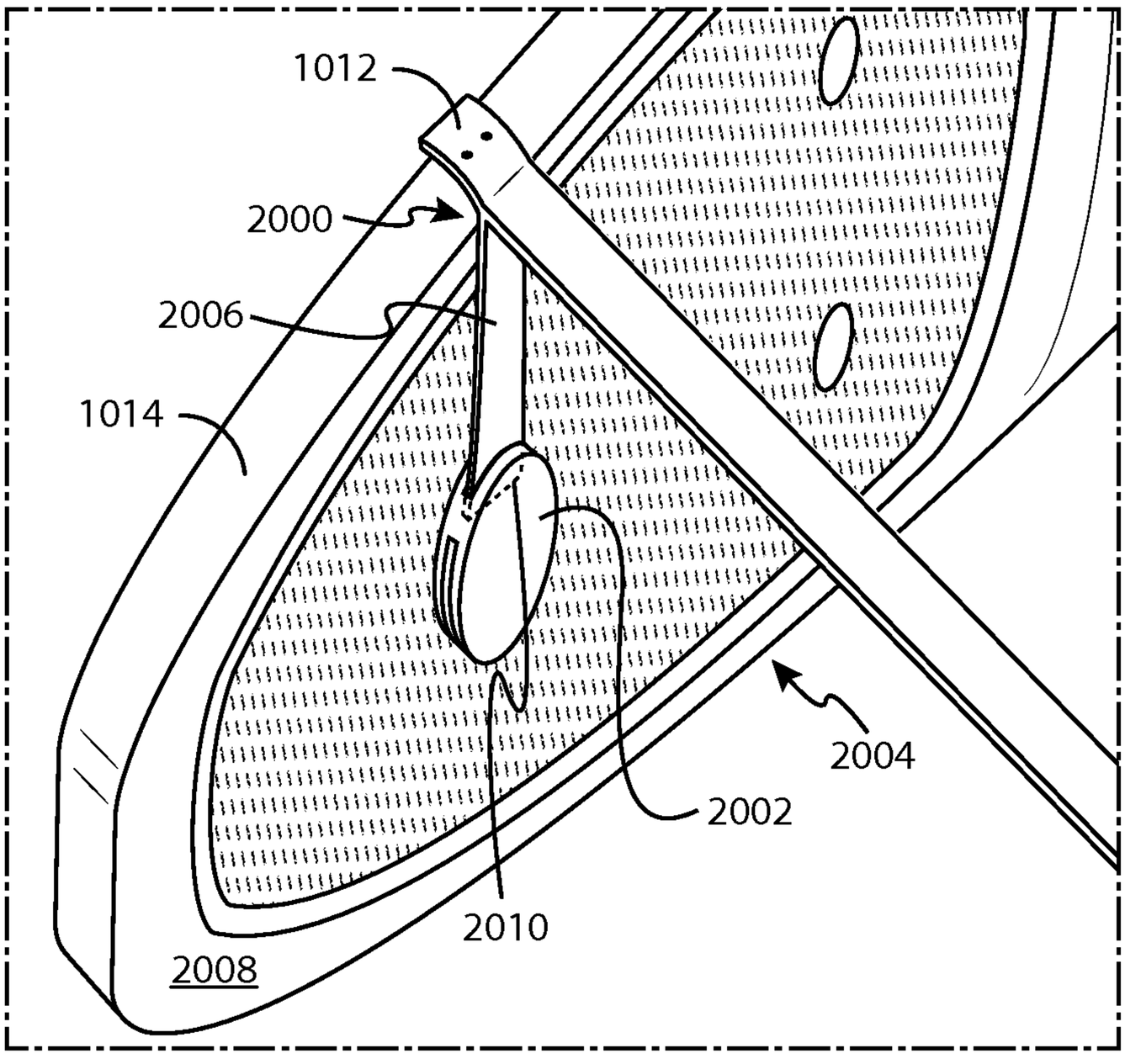

FIG. 20

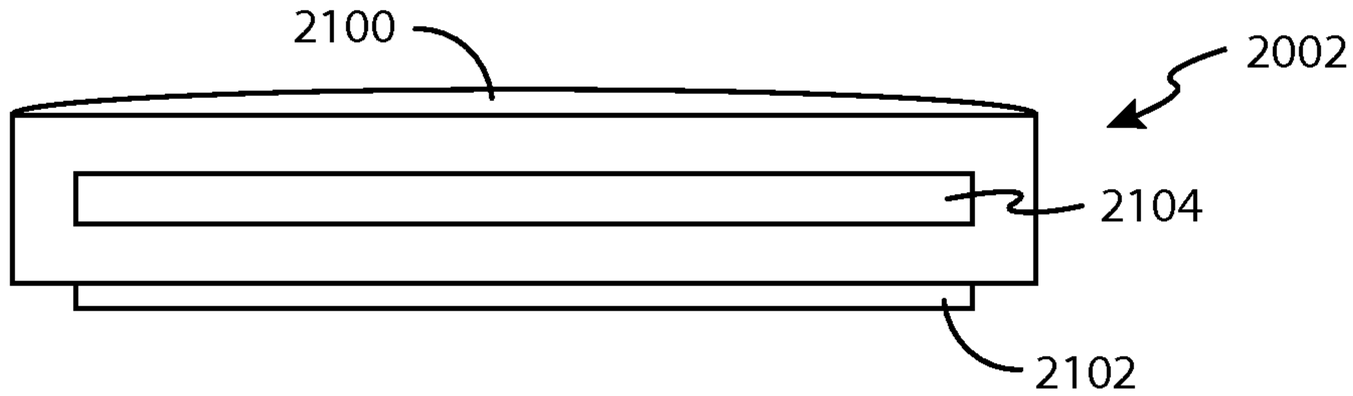

FIG. 21

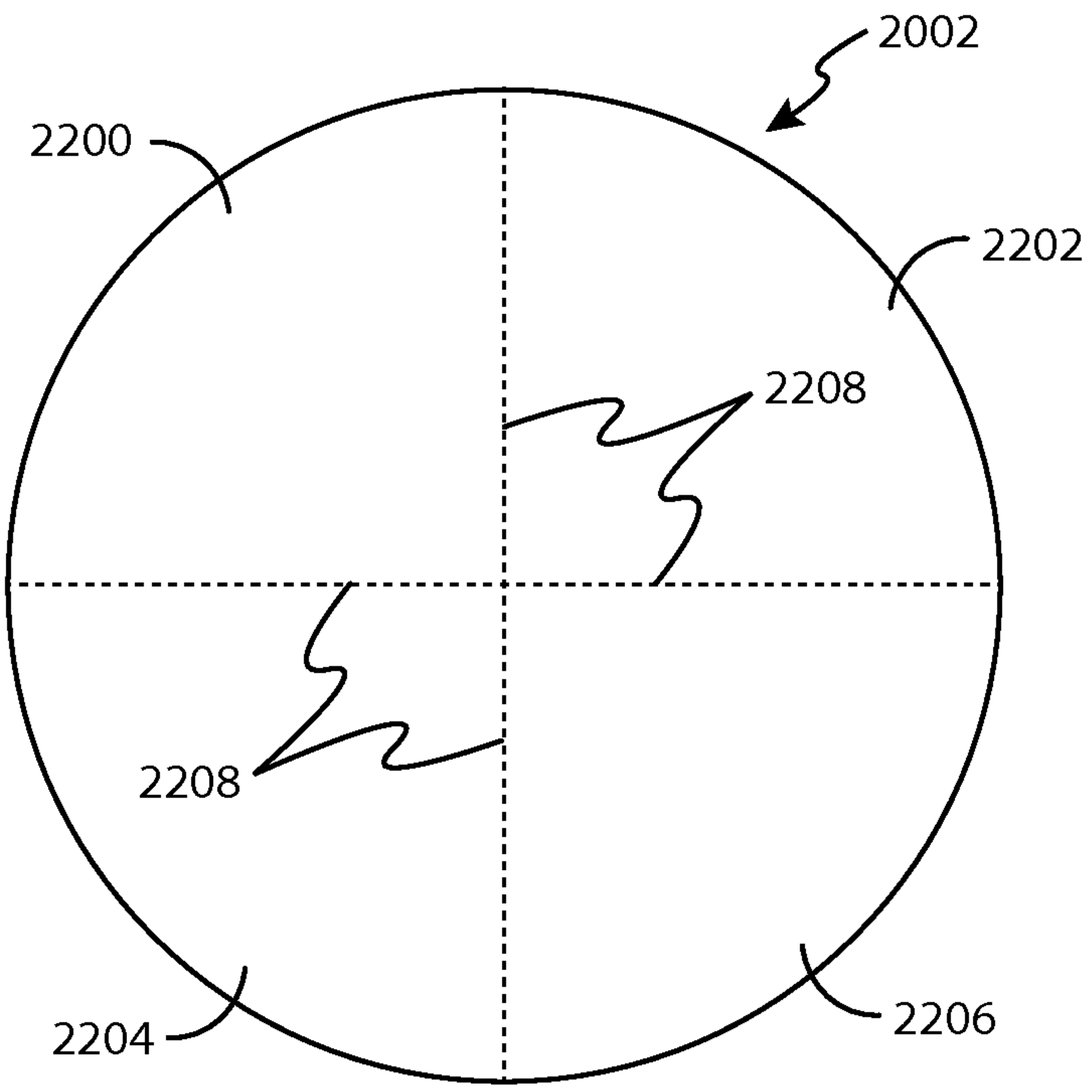

FIG. 22

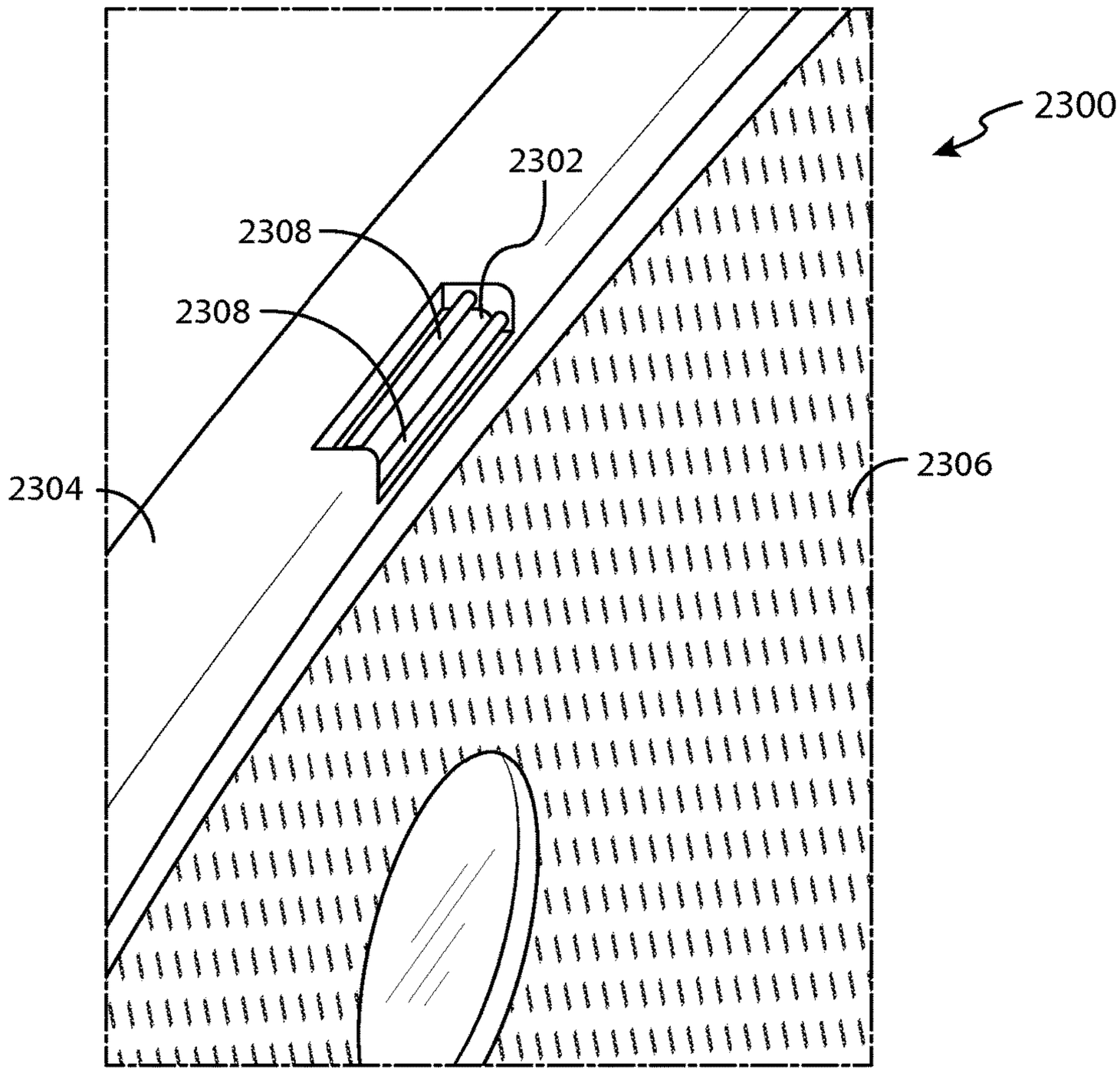

FIG. 23A

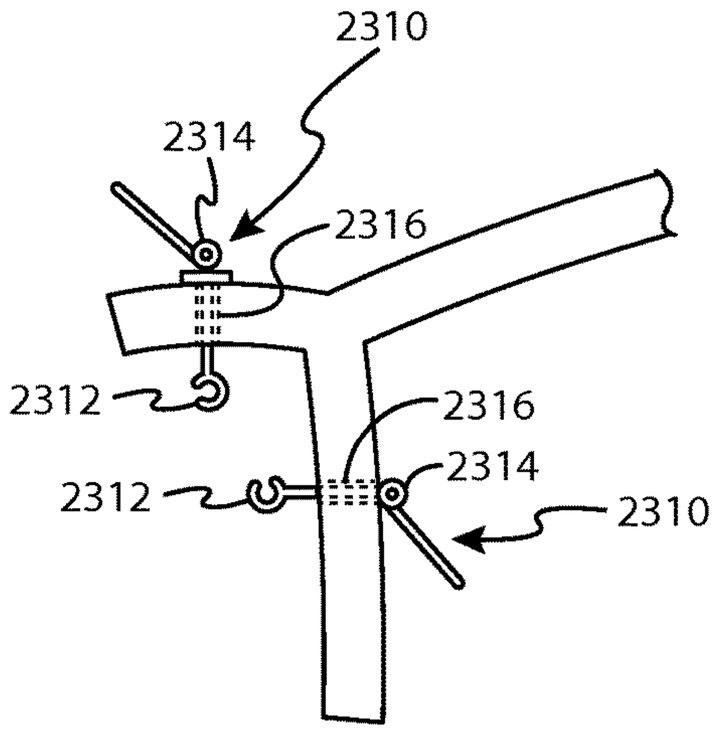

FIG. 23B

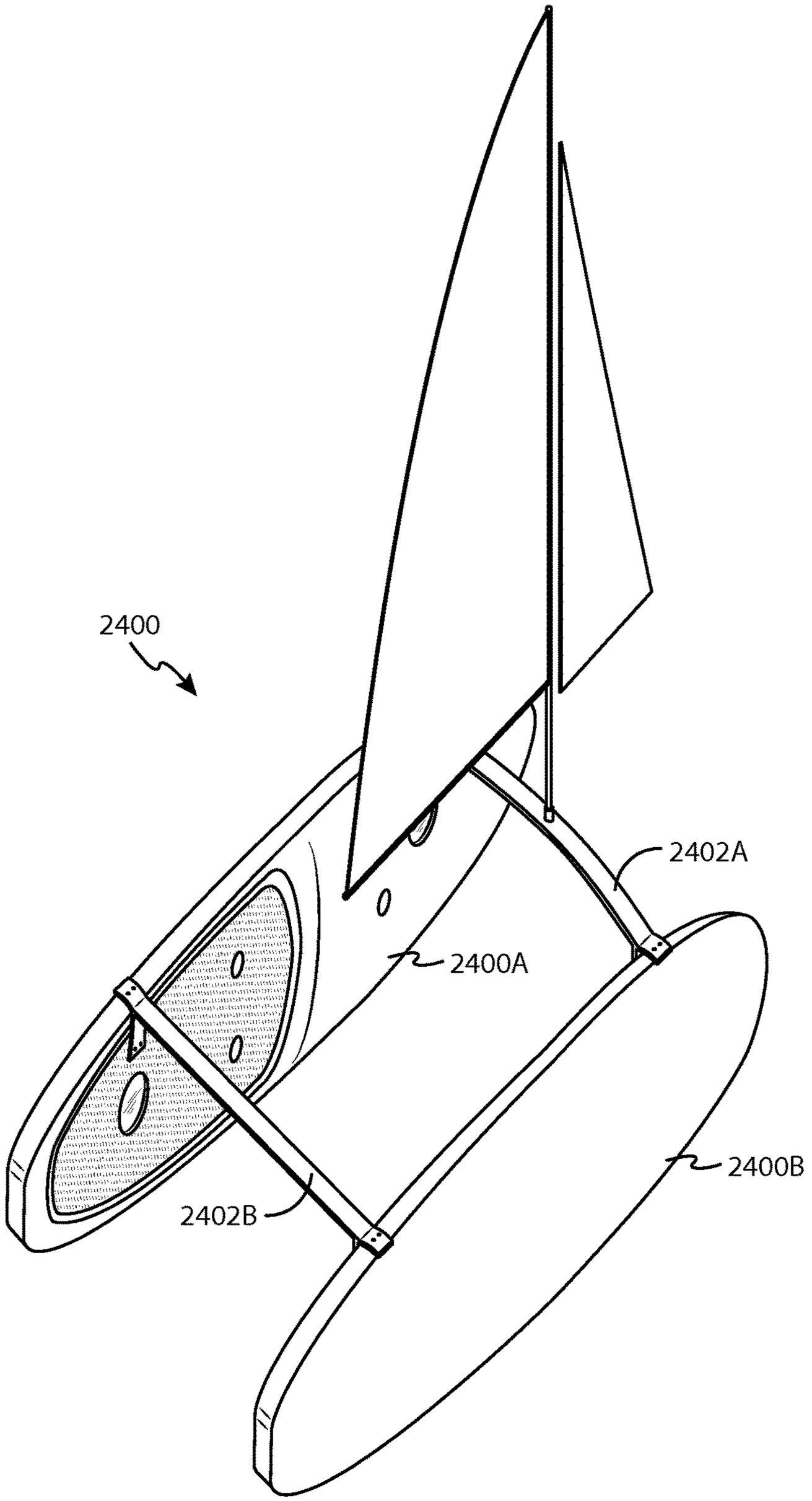

FIG. 24

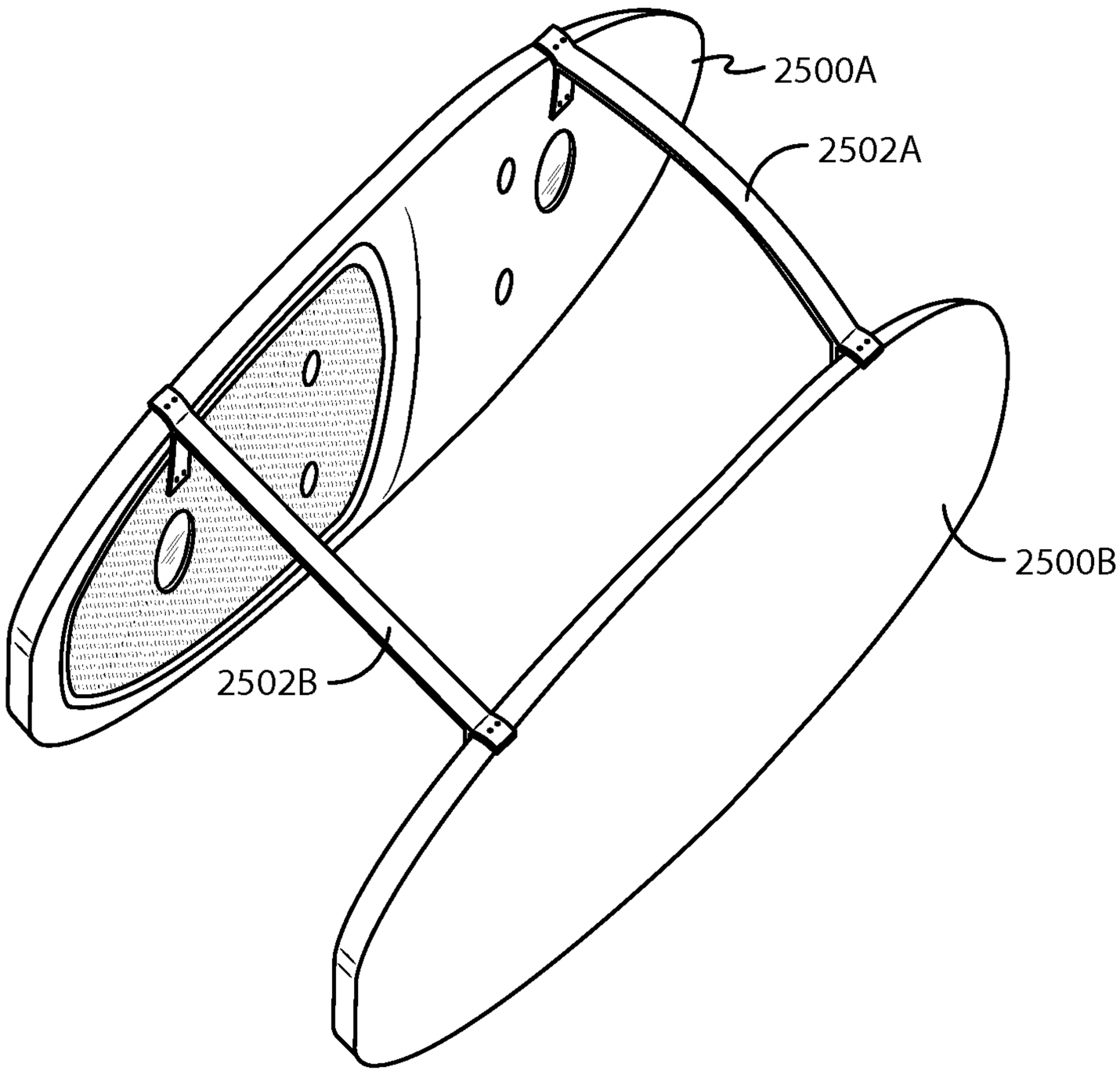

FIG. 25

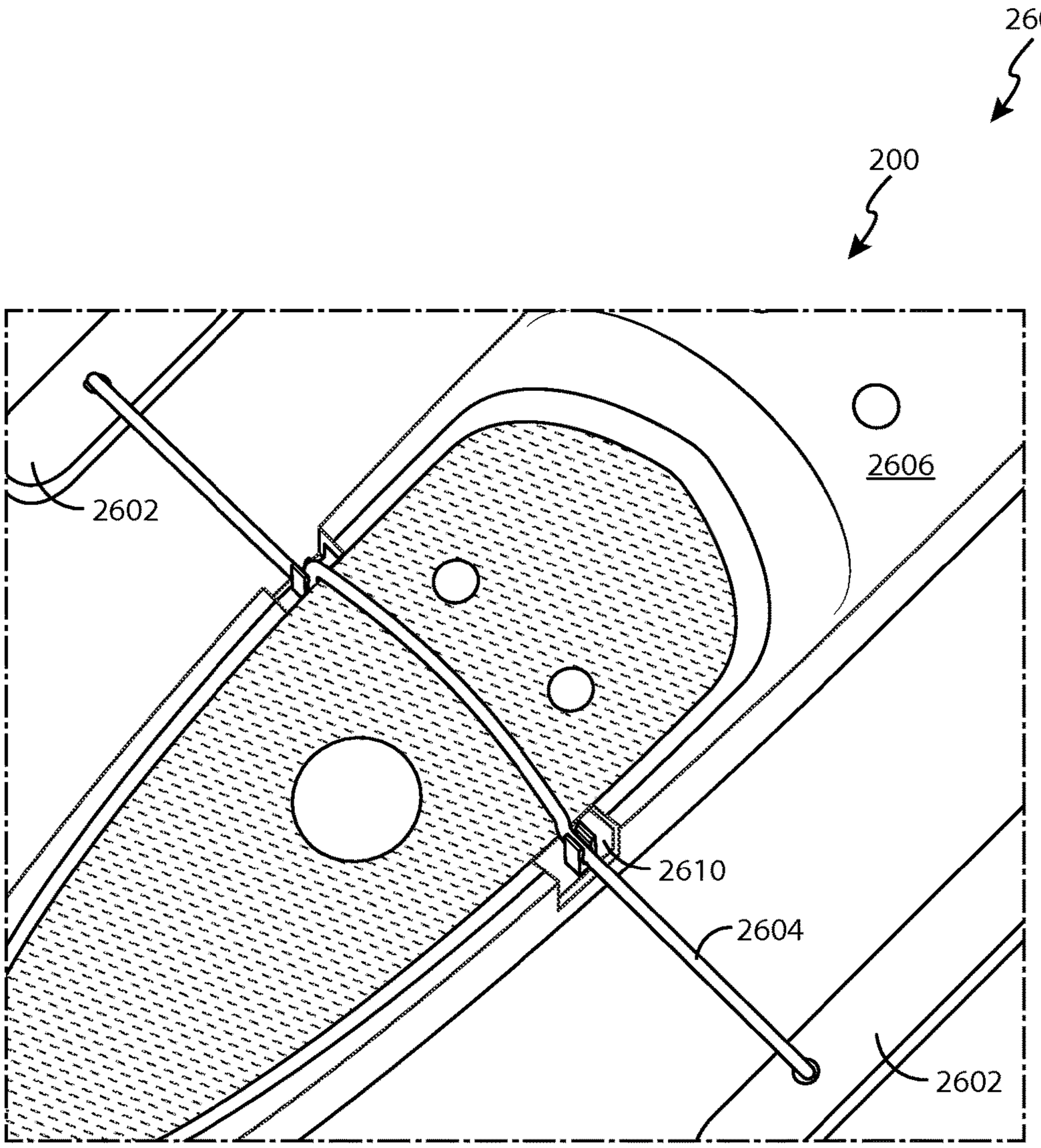

FIG. 26A

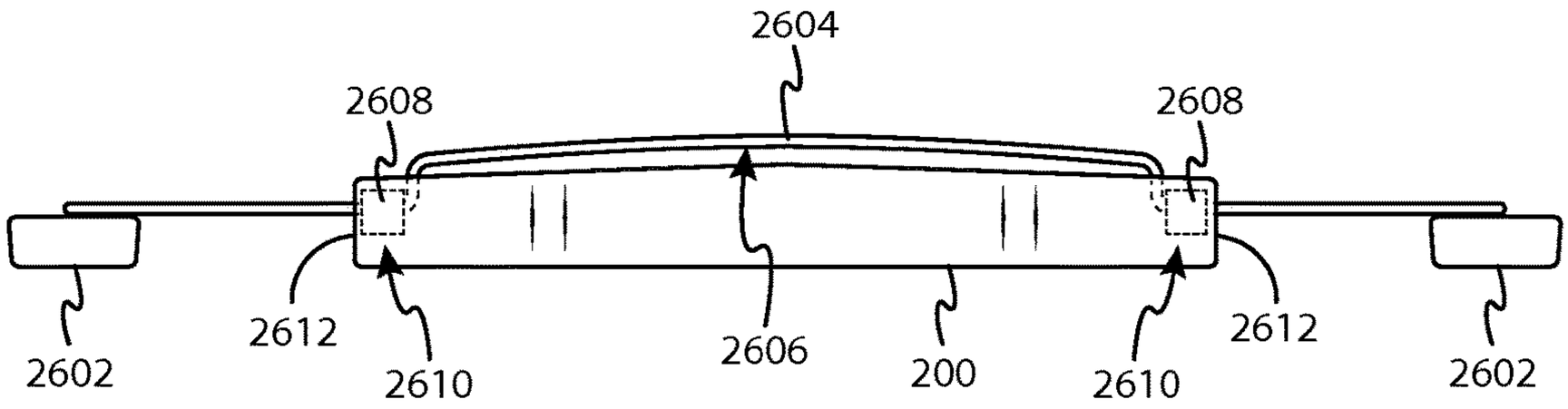

FIG. 26B

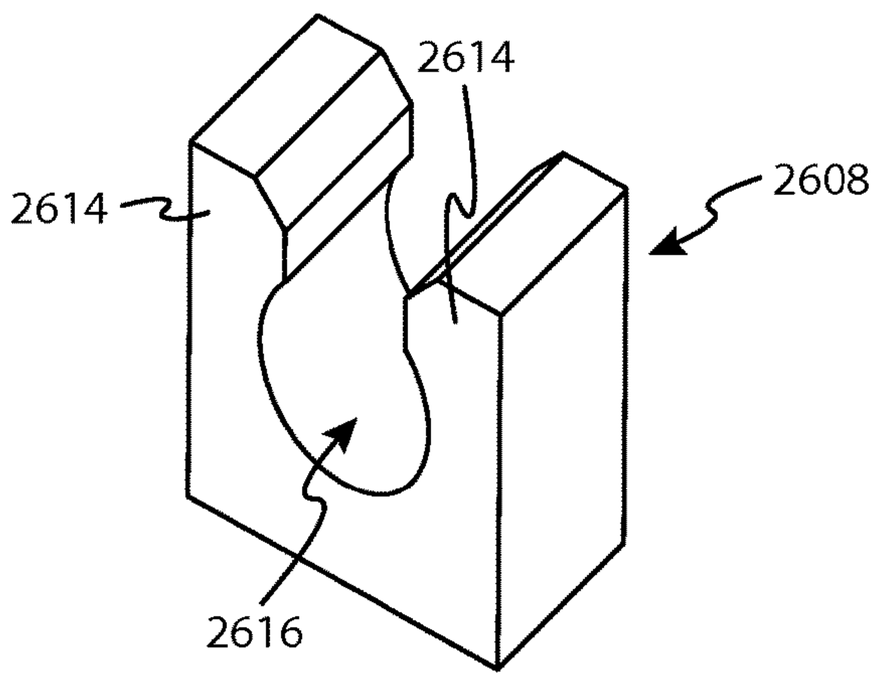

FIG. 26C

MULTI-USE CONFIGURABLE WATERCRAFT

RELATED APPLICATIONS

This application claims the benefit under 35 U.S.C. 119(e) to U.S. Provisional Patent Application Ser. No. 61/768,191, filed Feb. 22, 2013, entitled "DESCRIPTIONS OF PADDLE CAT CONCEPT DRAWINGS", incorporated by reference in its entirety herein.

BACKGROUND

I. Field of Use

The present application relates to the field of recreational watercraft. More specifically, the present invention relates to a multi-use watercraft that can be configured for various watercraft activities, such as paddle boarding, kayaking, sailing, fishing, canoeing, catamaraning, etc.

II. Description of the Related Art

Recreational watercraft activities have been popular for many years in the United States and abroad. Millions of people enjoy activities such as canoeing, kayaking, sailing, fishing, catamaraning and, more recently, paddle boarding. Each one of these activities requires the use of a particular type of watercraft specially designed for each particular activity. For example, canoes are designed for a single type of activity, that is, canoeing, and generally cannot be used for activities such as paddle boarding or sailing. Often times individuals who enjoy one type of water-based activity typically enjoy other water-based activities as well.

There are a number of drawbacks to individuals interested in participating in a number of water-based activities. For example, such individuals must obtain a watercraft particularly suited for each type of water-based activity that the individuals engage in. Thus, participating in multiple, water-based activities may be an expensive proposition, as at least one type of watercraft must be purchased or rented for each type of water-based activity. Further, watercraft used in the aforementioned activities tends to be large and bulky, requiring large amounts of storage space. Additionally, transportation of such watercraft is usually limited to one type of watercraft or the other, for example, on an automobile roof-mounted rack or even a tow trailer, due to the large size and bulk of each type of watercraft. Finally, water conditions might not be suitable for a selected water-based activity, unknown to an individual until he or she arrives on the waterfront. Thus, it may be determined only after arrival at a waterfront that water conditions favor sailing, but not canoeing. In this example, an individual may have transported a canoe to the waterfront, only to find out that the water and wind conditions favor sailing.

What is needed, then, is a watercraft design that can alleviate the problems mentioned above.

SUMMARY

The embodiments described herein relate to a variety of multi-use, configurable watercraft. In one embodiment, a multi-use, configurable watercraft comprises a hull, configured for a first type of water-based activity, the hull comprising at least two sockets formed into a top surface of the hull and spaced apart from each other along a longitudinal axis of the hull, each of the sockets for receiving a respective structure for configuring the hull for a second type of water-based activity, and at least two socket covers, each socket cover for covering a respective one of the at least two sockets when the hull is configured for the first type of water-based activity.

BRIEF DESCRIPTION OF THE DRAWINGS

The features, advantages, and objects of the embodiments discussed herein will become more apparent from the detailed description as set forth below, when taken in conjunction with the drawings in which like referenced characters identify correspondingly throughout, and wherein:

FIG. **1** is a perspective view of a conventional paddleboard;

FIG. **2** is a plan view of one embodiment of a watercraft suitable for a first water-based activity, while also being configurable for a second water-based activity;

FIG. **3** is a plan view of one embodiment of a multi-use, configurable watercraft configured as an outrigger stand-up paddleboard (SUP);

FIG. **4** is a front, plan view of the watercraft shown in FIG. **3**;

FIG. **5** is a top, plan view of the watercraft of FIG. **3**, with an additional outrigger;

FIG. **6** is a front, plan view of the watercraft shown in FIG. **3**, showing an addition of a strengthening sleeve;

FIG. **7** is a top, plan view of another embodiment of a multi-use, configurable watercraft configured as a motorboat;

FIG. **8** is a front, plan view of the watercraft shown in FIG. **3**, showing a seating bench;

FIG. **9** is a side view of a motor removably attached to the watercraft of FIG. **1**;

FIG. **10** is a top, plan view of another embodiment of a multi-use, configurable watercraft configured as a sailboat;

FIG. **11** is a side view of a rudder assembly removably attached to the watercraft of FIG. **1**;

FIG. **12** is a top, plan view of yet another embodiment of a multi-use, configurable watercraft configured as a double stand-up paddleboard;

FIG. **13** is a front, plan view of a cross-member used in the embodiment of FIG. **12** and other embodiments;

FIG. **14** is a top, plan view of still yet another embodiment of a multi-use, configurable watercraft configured as a dual-hull motorboat;

FIG. **14***a* is one embodiment of a side, plan view a motor removably attached to the watercraft shown in FIG. **14**;

FIG. **15** is a top, plan view of still yet another embodiment of a multi-use, configurable watercraft configured as a dual-hull sailboat;

FIG. **16** is a top, plan view of still yet another embodiment of a multi-use, configurable watercraft configured as a Hobie Cat®;

FIG. **17** is a perspective view of yet another embodiment of a multi-use, configurable watercraft configured as outrigger kayak, canoe, or other vessel, using the watercraft of FIG. **2** as an outrigger, rotated about its longitudinal axis;

FIG. **18** is a perspective view of one embodiment of a tail section of the watercraft shown in FIG. **17** highlighting one end of a connecting structure used to removably attach the connecting structure to the watercraft shown in FIG. **17**;

FIG. **19** is a perspective view of another embodiment of the attachment section shown in FIG. **18**;

FIG. **20** is a perspective view of yet another embodiment of the attachment section shown in FIG. **18**, used in conjunction with a special footing;

FIG. **21** is a perspective view of the special footing shown in FIG. **20**;

FIG. **22** is a top, plan view of another embodiment of the special footing shown in FIGS. **20** and **21**;

FIG. **23***a* is a perspective view of a tail section of the watercraft shown in FIG. **2**, illustrating another embodiment for removably attaching the connecting structures of FIG. **17** to the watercraft with the use of draw latches;

FIG. **23***b* is a side, plan view of one end of the connection structures shown in FIG. **23***a;*

FIG. **24** is a perspective view of still yet another embodiment of a multi-use, configurable watercraft, comprising two of the watercraft shown in FIG. **2**, both rotated about their respective longitudinal axis;

FIG. **25** is a perspective view of yet another embodiment of a multi-use, configurable watercraft, comprising two rotated watercraft removably attached to each other via cross-members;

FIG. **26***a* is a perspective view of yet another embodiment of a configurable, multi-use watercraft;

FIG. **26***b* is a rear, plan view of the watercraft shown in FIG. **26***a*; and

FIG. **26***c* is a close up, perspective view of a clamping mechanism used in the embodiment of FIG. **26***a*.

DETAILED DESCRIPTION

The inventive concepts described herein relate to multi-use, configurable watercraft for use in recreational watercraft activities. For example, in one embodiment, a single-hull vessel, such as a paddleboard, kayak, surfboard, or other floatation device may be used as intended, i.e., for paddle boarding, kayaking, and surfing, respectively, and then quickly and easily converted into another type of vessel or watercraft, such as a single-hull sailboat/sailboard, with an addition of a mast, sail, and or rudder, or a double-hull catamaran with the addition of a second vessel and connecting apparatus, as will be explained below. The single-hull vessels may, in one embodiment, comprise features that allow conversion between one type of vessel or watercraft and another. In other embodiments, two or more single-hull vessels may be joined to form multi-hull vessels, such as outrigger canoes, catamarans, dual-hull sailboats, dual-hull motorboats, etc. It should be understood that although the conventional term "watercraft" and "vessel" may be commonly known to describe large ships, boats, or other large, complex marine vehicles, these terms may be used interchangeably herein to describe smaller and simpler marine vehicles, such as paddleboards, surfboards, kayaks, canoes, catamarans, motorboats, or sailboats in either a single or multi-hull design.

FIG. **1** is a perspective view of a conventional paddleboard **100**, comprising front end **102**, top surface **104**, left edge or rail **106**, and tail section **108**. Not shown in this figure is a right edge, bottom surface due to the angle at which the paddleboard **100** is shown, however such features are readily apparent to one skilled in the art. Paddleboard **100** may be used by participants who are propelled by a swimming motion using their arms while lying or kneeling on top surface **104** in the ocean. Alternatively, paddleboard **100** comprises a type that is used for stand-up paddle boarding, where participants stand on top surface **104** and use a long paddle to propel themselves through the water. Paddle boarding is usually performed in the open ocean, however can be enjoyable on lakes, rivers, ocean bays, and canals. The bottom surface of paddleboard **100** may be curved slightly so that front end **102** rises out of the water while being used, thus preventing front end **102** from "pearling", or being submerged in the water, sometimes causing the paddleboard **100** to pitch forward, causing a loss of balance by the paddle boarder. Front end **102**, in some embodiments, is thicker than the remaining portion of paddleboard **102**, in order to add buoyancy.

While paddle boarding has gained tremendous acceptance in recent years, it would be desirable to use paddleboard **100** in other ways in order for individuals to enjoy a diversity of water-based activities. Thus, the watercraft shown in FIG. **2** was devised.

FIG. **2** is a plan view of one embodiment of a watercraft **200** configured for use in a first water-based activity, while also being capable of being configured for a second water-based activity. For example, watercraft **200** shown in this embodiment comprises a stand-up paddleboard (SUP) for use in paddle boarding, and can be quickly and easily converted into an outrigger paddleboard, a sailboat, or a motorboat, as will be described later herein. Additionally, watercraft **200** can be combined with a second watercraft **200** to form multi-hull vessels, such as catamarans, dual-hull paddleboards, dual-hull canoes, dual-hull sailboats, and dual-hull motorboats. It should be understood that while watercraft **200** comprises a stand-up paddleboard, in other embodiments, watercraft **200** comprise other types of watercraft, such as a traditional paddleboard, surfboard, kayak or other single-hull watercraft.

Watercraft **200** comprises one or more sockets formed onto top surface **104** and, in some embodiments, the sockets may be sized differently. For example, in FIG. **2**, watercraft **200** comprises a number of circular sockets, shown as large sockets **202***a* and **202***b* and small sockets **202***c*, **202***d*, **202***e*, and **202***f*. However, the sockets may comprise different shapes, such as squares, rectangles, triangles, ovals, etc. The sockets may be used to connect various structures to watercraft **200** in order to configure watercraft **200** for use in a second, water-based activity. For example, the sockets may receive various cross-members, outrigger tubes, benches, seats, or other structures useful in configuring watercraft **200** for use in the second water-based activity.

The size of the sockets is selected, in part, based on a type of structure installed into the sockets. Generally, the greater the force exerted by a structure on the sockets, the larger diameter and greater depth a socket should be. For example, sockets that receive outrigger tubes or cross-members may experience a relatively higher degree of force than sockets that receive benches or seats, as will be described later herein. Thus, such sockets **202***a* and **220***b* may comprise a relatively large diameter, such as 8 inches and be relatively deep, such as 3 inches, while smaller sockets **202***c*-**202***f* might comprise a diameter of 4 inches and be 1 or 2 inches deep or smaller. In other embodiments, however, the depth of the sockets may be more important than the diameter when determining socket dimensions. For example, a deep but relatively small-diameter socket may be able to better accommodate a relatively large load than shallower, larger-diameter socket.

One factor in determining the load experienced by any socket is the number of structures supported by each socket. For example, in some embodiments, a socket may receive a cross-member that connects a first watercraft **200** to a second watercraft **200** and the cross-member may additionally support a bench or bench-supporting structure. Thus, the socket size and/or depth should be increased to support the additional load associated with multiple structures.

In one embodiment, the sockets comprise "twist-lock" sockets that are configured to receive structures having a

reciprocal physical structure. For example, in one embodiment, a socket may comprise a circular depression in top surface **104** having a ramped thread extending away from an interior wall of the depression, similar to a screw thread, while an outrigger tube may comprise a plug that is formed to substantially conform to the depth and diameter of the depression and having a ramped depression formed into at least a portion of a circumference of the plug for twisting engagement with the ramped thread of the socket. In other embodiments, the socket may comprise a keyed structure, such as a ring around the depression wall with one or more portions of the ring absent (i.e., notches), allowing a plug with one or more protrusions matching the size and location of the notches in the ring to extend past the ring, thereby removably locking the plug to the plug is rotated within the socket. Similarly, a bayonet-type connection could be used. The term "removably", as used herein, refers to an attachment, engagement, connection, or joining of two structures which later may be unattached, disengaged, disconnected, or disjoined, e.g., a non-permanent attachment, engagement, connection, or joining. For example, structures may be removably attached, engaged, connected, or joined to sockets during enjoyment of one or more water-based activities and unattached, disengaged, disconnected, or disjoined after the activity has concluded, allowing for use of with another water-based activity, or compact storage and transportation of watercraft **200** and related structures when all activities have been completed.

Watercraft **200** may be constructed using known techniques, such as glass-reinforced plastic construction using polyester or epoxy resin that is compatible with polyurethane or expanded polystyrene foam used in its core. Some SUP boards use a hollow wood construction instead of foam with epoxy resin. More recently, inflatable boards have been introduced as well. The boards are generally longer than 9 feet (3 m), and can be longer than 12 feet (4 m), with features such as padded decks and concave hulls; they generally have one or three surfboard-style fins mounted to the bottom surface of watercraft **200** in the tail portion. The sockets may be constructed of a different material than the rest of watercraft **200** such as hard plastic, metal, or other material capable of supporting loads imposed upon the sockets by various connecting structures.

Watercraft **200** additionally comprises covers **204**, which are used to cover the sockets when watercraft **200** is used in its typical intended function. For example, if watercraft **200** is a surfboard, covers **204** may be removably engaged to the sockets so that the sockets would not interfere with use of watercraft **200** as a surfboard. Covers **204** may be removably attached to the sockets using conventional means, such as by sizing covers **204** to snap-fit with the sockets, by using threads on covers **204** and the sockets, etc. Smaller sockets may not require the use of covers **204** if they do not interfere with the use and enjoyment of watercraft **200** in its intended manner.

FIG. **3** is a top, plan view of one embodiment of a multi-use, configurable watercraft **300**, comprising watercraft **200**, outrigger **302**, two outrigger connecting structures **304**, and footing **306**. In this embodiment, watercraft **300** is configured as an outrigger SUP, the outrigger for making it easier for novice paddle boarders to learn and enjoy paddle boarding. Further, watercraft **200**, in this embodiment, comprises a SUP.

As shown, watercraft **300** comprises outrigger **302** removably attached to watercraft **200** via the two outrigger connecting structures **304**. The structures **304** each comprise a solid material such as wood, metal, plastic or fiberglass and, in one embodiment, comprise hollow aluminum tubes having a circular cross-section. Each of the structures **304** are removably attached to a respective one of the sockets **202***a* and **202***b* via the footings **306**, more fully described below. In one embodiment, the structures **304** are additionally removably attached to outrigger **302**.

FIG. **4** is a front, plan view of watercraft **300** showing watercraft **200**, outrigger **302**, one of the connecting structures **304** (the other is hidden behind the one shown in FIG. **4**). In one embodiment, one end of the structures **304** comprises footing **306** that engages sockets **202***a* and **202***b*, respectively (only socket **202***a* shown in FIG. **4**). The footing **306** may be formed as part of each structure **304** or it may be an individual component that is removably connected to structure **304** using draw latches, cotter pins, ball lock pins, and the like. In one embodiment, footing **306** comprises a hole **412** formed horizontally through the side walls of footing **306** that allows structure **304** to be inserted there though and immobilized using retaining means **414**, such as cotter pins, ball lock pins, or some other fastening device. In the embodiment shown in FIG. **4**, footing **306** additionally comprises a mast socket **416** formed through a mast mount **420** for receiving a mast in an application where watercraft **200** is configured as a sailboat. This embodiment is discussed in greater detail later herein.

The structures **304** may be removably connected to outrigger **302** at point **402**, showing use of a small "transition tube" **404** attached to outrigger **302** by insertion into a depression **406** formed on a top surface **408** of outrigger **302** and removably securing it using, for example, a draw latch. An end portion **410** of structure **304** is then placed over the transition tube **404** and held in place by, for example, a cotter pin. In another embodiment, end portion **410** comprises a structure that removably attaches to depression **406** directly without the use of transition tube **404**, for example, any of the structures discussed previously with respect to structures **304** being removably attached to sockets **202***a* and **202***b*.

In any case, footing **306** engages socket **202***a* using the twist-lock design, described above, or in any number of alternative ways, such as by using draw latch hooks formed in the wall or floor of the sockets and draw latches attached to footing **306**. Alternatively, the sockets may comprise a threaded wall and footing **306** could likewise comprise threads that engage the threads on the socket wall as footing **306** is screwed into the socket. A similar footing **306** is removably attached to socket **202***b* towards the rear of watercraft **200**, and a corresponding structure **304** connects this footing **306** with the outrigger **302**.

Thus, in this embodiment, a stand-up paddleboard has been converted into an outrigger stand-up paddleboard using components that are removably attached to the stand-up paddleboard.

FIG. **5** is a top, plan view of another type of watercraft **500** formed from watercraft **200** and having two outriggers **302** for extra stability. This embodiment is similar to watercraft **300** described above, with the addition of a second outrigger **502** and second connecting structures **504**, similar to, or the same as, outrigger **302** and connecting structures **304**. The second connecting structures **504** may be attached to watercraft **200** in a manner similar to what was described above with respect to how connecting structures **304** were removably attached to watercraft **200**. In one embodiment, each of the connecting structures **304** and **504** are formed of a single unit, passing through hole **412** in each footing **306** and secured in place using clamps, cotter pins, etc. In one embodiment, shown in FIG. **6**, a strengthening sleeve **600** may be used to add additional strength and stability to the

structures **304** and **504**, whether these structures are formed as a single unit or not. FIG. **6** is a side, plan view of footing **306** (without mast socket) having a single connecting structure **602** (instead of connecting structures **304** and **504**) connecting each outrigger **302** and **304**, respectively, inserted into hole **412** inside sleeve **600**. Sleeve **600** is generally formed of a rigid or semi-rigid material having a cross-section generally matching the cross section of hole **412**, while having an inside diameter that corresponds to an outer diameter of connecting structure **602**. As mentioned previously, structure **602** may be held in place using fastening devices such as cotter pins, screws, nuts/bolts, ball lock pins, etc. through holes **604** formed through sleeve **600** and structure **602**.

FIG. **7** is a top, plan view of another type of watercraft **700** formed from watercraft **200** and having one outrigger **702**, two connecting structures **704**, a seating bench **706**, and a motor **708**. In this embodiment, watercraft **700** comprises a motorboat.

Outrigger **702** is removably attached to watercraft **200** using footing **306** discussed previously with respect to FIGS. **2-6**. Bench **706** is removably attached to watercraft **200** and outrigger **702** using any of the techniques discussed above in relation to attaching footing **306** to sockets **202***a* and **202***b*. In this embodiment, two sockets **708** are formed into a top surface of watercraft **200** and an additional socket **710** formed into a top surface of outrigger **702**. The bench may be removably attached to watercraft **200** and outrigger **702** via footings similar to footing **306** described above inserted into one or more of the sockets **708** and socket **710**, or by using other structures, such as those shown in FIG. **8**.

FIG. **8** is similar to FIG. **4** in that it shows a front, plan view of watercraft **700** showing watercraft **200**, outrigger **702**, and one of the connecting structures **704**. FIG. **8** further shows bench **706** removably attached to watercraft **200** via bench supporting structure **712**, bench supporting structure **714**, clamp **716**, and sockets **708** and **710**. Bench supporting structure **712** comprises a rigid member, shown in FIG. **8** as an "L"-shaped structure having one end removably attached to watercraft **200** via socket **708**, and bench **706** attached to bench supporting structure **712** using one or more clamps **800**. In other embodiments, bench supporting structure could comprise any number of different physical configurations and be attached to bench **706** using other types of fasteners, such as pins, screws, nuts and bolts, rivets, etc. Bench **706** is removably secured to socket **708** using one of the techniques discussed above, such as by the use of transition fitting **802**.

Bench supporting structure **714** comprises a semi-hollow support structure **804** that extends upwards from connecting structure **704** to receive a protrusion **806** mounted to an underside of bench **706**. The structures may be held in place with respect to each other using, for example, a cotter, ball lock pin, pin or other type of temporary securing mechanism **810**. In another embodiment, protrusion **806** is longer than that shown in FIG. **8**, and is inserted directly a socket similar to socket **710** on top surface **808** of outrigger **702**. In another embodiment, protrusion **806** simply rests on top of connecting structure **704** or outrigger **702**.

Referring back to FIG. **7**, watercraft **700** further comprises motor **708**, comprising a gasoline, diesel, or electric outboard motor. Motor **708** is used to propel watercraft **700** through water. It may be sized in accordance with the size and/or weight of watercraft **700**. A typical motor may be sized in horsepower or kilowatts and a typical motor size may vary from low-power "trolling" motors to more powerful motors capable of propelling watercraft **700** to speeds of 30 knots or more.

FIG. **9** is a side view of motor **708** removably attached to watercraft **700** via a removable motor transom **900**. Motor transom **900** comprises a rigid structure comprising a vertical section **902** and one or more mounting sections **904**. In FIG. **9**, two mounting sections are shown, sections **904***a* and **904***b*. Each of these sections is secured to a corresponding surface of watercraft **700**. In FIG. **9**, section **904***a* is removably attached to top surface **104**, while section **904***b* is removably attached to transom **906** of tail portion **908** of watercraft **700**. In other embodiments, only one of section **904***a* or **904***b* may be used to removably secure motor transom **900** to tail portion **908**. The sections **904***a* and/or **904***b* may be removably secured to top surface **104**/transom **906** using screws, bolts, ball lock pins, twist locks, cam locks, or other fasteners **910** that allow motor transom **900** to be quickly attached and removed from watercraft **700**.

Motor **708** is removably attached to motor transom **900** using a clamping mechanism **912** as shown in FIG. **9**. Clamping mechanism could, alternatively, take many forms, including one or more of nuts and bolts, cam locks, etc.

FIG. **10** is a top, plan view of yet another type of watercraft **1000** formed from watercraft **200** and having one outrigger **1002**, two connecting structures **1004**, a seating bench **1006**, a rudder **1008**, a mast **1010**, and a sail **1012**. In this embodiment, watercraft **1000** comprises a sailboat. Watercraft **1000** could, alternatively, comprise a second outrigger, such as the second outrigger shown in FIG. **5**, to add further stability to watercraft **1000**. Outrigger **1002**, connecting structures **1004**, and seating bench **1006** are removably attached to watercraft **200** in a similar manner as described earlier.

In this embodiment, footing **1014***a* and **1014***b* (similar to footing **306** described in FIG. **4**) comprises the necessary structure to attach to connecting structures **1004** (e.g., the structure shown in FIGS. **4** and **6**, but the "fore" footing **1014***a* additionally comprises a mast socket **1016** formed the top of footing **1014**, sized and shaped to receive a mast, as shown in FIG. **4**. A typical mast for use in a sailing application may comprise a mast height of 15 feet and a circular mast diameter of 6 inches. Thus, the diameter and cross-section of mast socket **1016** would be approximately the size and cross-section of the mast. The mast is typically removably secured in place using retaining means, such as a cotter pin, cam lock, ball lock pin, etc., placed through a retaining hole **1018** in footing **1014***a* and a corresponding hole through mast **1010**. Sail **1012** may then be deployed from the mast for propelling watercraft **1000** through the water.

Rudder **1008** is used to steer watercraft **1000** in a sailing application and is shown in one embodiment in a side, plan view in FIG. **11**. Rudder **1008** is removably attached to watercraft **1000** via a removable rudder transom **1100**. Rudder transom **1100** comprises a rigid structure comprising one or more mounting sections, shown as two mounting sections **1102** and **1104**. Each of these sections is secured to a corresponding surface of watercraft **200**. In FIG. **11**, section **1102** is removably attached to top surface **1106** of watercraft **200**, while section **1104** is removably attached to transom **1108** of tail portion **1110** of watercraft **200**. In other embodiments, only one of section **1102** or **1104** is used to removably secure rudder transom **1100** to transom **1108**. The sections **1102** and/or **1104** may be removably secured to top surface **1106**/transom **1108** using screws, bolts, ball lock pins, twist locks, cam locks, or other fasteners **1112** that

allow rudder transom **1100** to be quickly attached and removed from watercraft **200**.

Rudder **1108** may then be attached to rudder transom **1100** using, in one embodiment, a clamping device **1114** that removably clamps rudder **1108** to rudder transom **1100**, as shown. Other means for securing rudder **1108** to rudder transom **1100** may be used in the alternative, such as one or more of nuts and bolts, cam locks, ball lock pins, etc.

FIG. **12** is a top, plan view of still yet another type of watercraft **1200** formed from a combination of two watercraft **200***s* (**1200***a* and **1200***b*) and two cross-members **1202***a* and **1202***b* to form a double stand-up paddleboard for two or more people. Each watercraft **200** comprises two sockets **1204**, one fore and one aft, for removably attaching a respective cross-member **1202**. The cross-members comprise a rigid structure for removably connecting watercraft **1200***a* to watercraft **1200***b*, better shown in FIG. **13**. In some embodiments, watercraft **200***a*, **200***b*, or both may additionally comprise other sockets used to install one or more connecting structures/outriggers, kayak seats, seating benches, or other ancillary equipment, as discussed previously.

In FIG. **13**, the "fore" cross-member **1202***a* is shown from a front, plan view of watercraft **1200** mounted to watercraft **1200***a* and watercraft **1200***b*. In this embodiment, cross-member **1202***a* comprises a "bowed", rigid member having two ends, each end having a footing **1300** formed or attached thereto, although cross-member **1202***a* may comprise a number of alternative shapes. The footings **1300** are similar in design and function as footings **306** discussed earlier herein.

FIG. **14** is a top, plan view of still yet another type of watercraft **1200** formed from a combination of two watercraft **200***s* (**1400***a* and **1400***b*), two cross-members **1402***a* and **1402***b*, a seating bench **1404**, a deck **1406**, and a motor **1408** to form a dual-hull motorboat. The watercraft **1400***a* and **1400***b* are removably joined by cross-members **1402***a* and **1402***b*, as described above with respect to the description of FIGS. **12** and **13**. Bench **1404** is the same or similar to bench **706** and is mounted to watercrafts **1400***a* and **1400***b* in much the same way as described with respect to the description relating to FIGS. **7** and **8**. Deck **1406** is used to further removably secure watercrafts **1400***a* and **1400***b* to each other using fastening devices located at various points on deck **1406** that cover a top surface of watercrafts **1400***a* and **1400***b*, such as ball lock pins, cam locks, bolts, or other known fastening devices engaged with sockets **1412** located at various points on the top surface of each of watercrafts **1400***a* and **1400***b*. Each of these sockets **1412** may comprise threaded holes or inserts located in alignment with through holes or threaded holes located through deck **1406** in order to achieve such removable attachment. Deck **1406** comprises any rigid or flexible material including, but not limited to, canvas, netting, plastic, metal, or wood. Finally, deck **1406** may comprise a "fishing seat" **1410** formed through deck **1406**, comprising a harness or a seat located beneath the upper surface of deck **1406**, enabling an individual to sit.

FIG. **14***a* is one embodiment of a side, plan view of motor **1408** removably attached to watercraft **700** via a motor transom **1416** mounted to a motor mounting structure **1414** that is mounted to, or formed part of, cross-member **1402***b*. In another embodiment, motor mounting structure **1414** is not used, and motor transom **1416** is mounted to a hole formed in the top of cross-member **1402***b*. In one embodiment, motor transom **1416** is similar to the motor transom shown in FIG. **9**, e.g., motor transom **1416** comprises a rigid structure comprising a vertical section **1418**. Motor transom **1416** further comprises a horizontal plate **1420** connected to vertical section **1418** which in turn comprises insert **1422** that is sized and shaped to be inserted into hole **1424**. Hole **1424** may extend into cross-member **1402***b* as shown. Insert **1422** and motor mounting structure may be prevented from rotating with respect to each other via a ball lock pin, clamp, bolt, or other fastening device **1426**. In another embodiment, both insert **1422** and hole **1424** comprise a cross-section having at least one acute angle, such as a triangular, or square cross-section, that prevents rotation of insert **1422** within hole **1424**.

Motor **1408** is removably attached to motor transom **1416** using a clamping mechanism **1428** as shown in FIG. **14***a*. Clamping mechanism could, alternatively, take many forms, including one or more of nuts and bolts, cam locks, etc.

FIG. **15** is a top, plan view of still yet another type of watercraft **1500** formed from a combination of two watercraft **200***s* (**1500***a* and **1500***b*), two cross-members **1502***a* and **1502***b*, a seating bench **1504**, a deck **1506**, a mast **1508**, a sail **1510**, and a rudder assembly **1512**, forming a dual-hull sailboat. The two watercraft **1500***a* and **1500***b*, cross-members **1502***a* and **1502***b* (including mast socket **1514**), seating bench **1504**, deck **1506**, mast **1508**, and sail **1510** are similar or the same as like-referenced structures that have been described previously with respect to other embodiments.

With regard to rudder assembly **1512**, it comprises two of the rudder structures shown in FIG. **11** and described above, one each mounted to a tail section of each watercraft **1500***a* and **1500***b*. The rudders themselves are connected via a linkage **1516**, which allows the rudders to turn in tandem with each other as the linkage is manipulated by a sailor.

FIG. **16** is a top, plan view of still yet another type of watercraft **1600**, similar to the sailboat described with respect to FIG. **15**, formed from a combination of two watercraft **200***s* (**1600***a* and **1600***b*), two cross-members **1602***a* and **1602***b*, a trampoline **1604**, a mast **1606**, a sail **1608**, a rudder assembly **1610**, at least one seating bench **1612** (two are shown in FIG. **16**), and connecting structures **1614** forming what is commonly known as a catamaran. One well-known brand of catamarans is Hobie Cat®, manufactured by the Hobie Cat Company of Oceanside, Calif. The two watercraft **1600***a* and **1600***b*, cross-members **1602***a* and **1602***b* (including a mast socket), mast **1606**, sail **1608** are similar or the same as like-referenced structures that have been described previously with respect to other embodiments.

In one embodiment, trampoline **1604** is similar to deck **1406** and **1506** in that it is removably connected to the top surface of each of the watercrafts **1600***a* and **1600***b* via temporary fasteners such as cam locks, twist-locks, bolts, screws, etc. inserted through holes in deck **1604** and into sockets **1616** formed on the top surfaces. However, trampoline **1604** typically comprises a flexible material, such as nylon, cotton, or other natural or man-made fabric, forming a solid sheet or meshed netting. In another embodiment, trampoline **1604** is, alternatively or in addition, removably attached to one or both cross-members **1602***a* and **1602***b*. Trampoline **1604** is used by sailors and passengers to sit or lay down on watercraft **1600**, while allowing control over sail **1608** and rudder assembly **1610**.

Finally, watercraft **1600** may comprise one or more optional seating benches **1612**. The seating bench(es) are generally rigid longitudinal members that are removably connected to the watercraft **1600***a* and/or **1600***b* via connecting structures **1614** and a footing **1618** similar or the same as footing **306** shown in FIG. **4** and described above. Bench(es) **1612** allow catamaran participants to sit out over

the water and enjoy operating watercraft **1600** as one watercraft **200***a* or **200***b* rises out of the water during high-speed catamaraning.

FIG. **17** is a perspective view of still yet another type of watercraft **1700** that is similar to any watercraft embodiment that uses one or more outriggers. Shown are watercraft **200***a*, a second watercraft **200***b*, and connecting structures **1702**. In this embodiment, a second watercraft **200***b* is of the same or similar watercraft type as watercraft **200***a* (i.e., paddleboard, SUP, surfboard, etc.), rotated substantially perpendicularly, i.e., approximately 90 degrees, around a longitudinal axis from its usual flat position on the water, is used as an outrigger. The advantage of using a second watercraft **200** as an outrigger is that there is no need to store and transport an outrigger that is only used in one type of water-based activity. For example, if a couple wanted to both paddleboard in the morning and kayak, canoe, sail, or motor on one watercraft together in the afternoon with an outrigger for additional stability, the second watercraft **200** can be used as the outrigger so that a dedicated outrigger need not be used.

The second watercraft **200***b* may be the same size as watercraft **200***a*, or it may be smaller. For example, watercraft **200***a* may be 12 feet long and 28 inches wide at its widest point, while watercraft **200***b* may be only 8 feet long and 20 inches wide at its widest point. Second watercraft **200***b* need not comprise sockets on its top surface in this embodiment, but is removably attached to connecting structures in a manner discussed below.

Watercraft **200***b* may be rotated either way with respect to watercraft **200***a*. In other words, a top surface of watercraft **200***b*, e.g., where a participant stands during paddle boarding or surfing, for example, may either face watercraft **200***a* or may face away from watercraft **200***a*. However, in one embodiment, the orientation of watercraft **200***b* depends on whether the front portion of watercraft **200***b* is sloped, or curved, as many such paddleboards, SUPs, and surfboards are. If such a slope exists, it may be advantageous to have the top surface of watercraft **200***b* face the top surface of watercraft **200***a*, as the sloped surface tends to push the front end of watercraft **200***b* towards watercraft **200***a* rather than the alternative, which may tend to pull watercraft **200***b* from watercraft **200***a*, thus potentially damaging watercraft **1700**.

Connecting structures **1702** may be configured in any of the ways previously discussed for removable attachment with watercraft **200***a* (such as by direct connection or by use of a footing), while the opposite end of connecting structures **1702** comprise a structure that allows removable attachment to watercraft **200***b* in its rotated state.

FIG. **18** is a perspective view of one embodiment of a tail section **1800** of a partial watercraft **200***b* and one end of connecting structure **1702**, used to removably attach connecting structure **1702** to watercraft **200***b* as it lies in a rotated orientation. Shown are watercraft **200***b*, cross-member **1702**, and attachment section **1802**. Attachment section **1802** comprises a rigid structure that generally conforms to the sloped surfaces commonly found on rail **1804** and top surface **1806** of watercraft **200***b*, as shown. Attachment section **1802** is attached to watercraft **200** using conventional screws, bolts, nuts, cam locks, twist-lock hardware, or other non-permanent attachment hardware. In this embodiment, holes **1808** are formed through attachment section **1802**, allowing such non-permanent hardware to pass. Watercraft **200***b* may have metal or plastic inserts formed into top surface **1806** to receive the non-permanent hardware. The inserts may be threaded, keyed, cammed, or otherwise fashioned to receive fastening hardware used to removably secure attachment section **1802** to watercraft **200***b*. Alternatively, watercraft **200***b* may comprise insert **1810**, which is a rigid member formed within watercraft **200***b* to provide a strong base for the non-permanent hardware to be attached to. Insert **1810** may be constructed of metal, wood, plastic, or virtually any other material that can maintain the non-permanent hardware under loads encountered during use of watercraft **1700**. In one embodiment, insert **1810** comprises recesses for receiving the non-permanent hardware, such as threaded holes, twist-lock hardware, or simply through holes that allow, for example, a bolt to pass.

FIG. **19** is a perspective view of another embodiment of attachment section **1802**, shown as attachment section **1900**. In this embodiment, an extra reinforcement piece **1902** is added to the structure shown in FIG. **18**, thus "sandwiching" rail **1804** of watercraft **200***b* therein. Attachment section **1900** may then be removably attached to watercraft **200***b* in any of the ways discussed above. In this embodiment, it may not be necessary to include holes **1904**, as reinforcement piece **1902** adds a large degree of structural support to attachment section **1802**. Thus, attachment section **1802** may be secured simply by using the holes **1906** and related non-permanent hardware.

FIG. **20** is a perspective view of yet another embodiment of attachment section **1802**, shown as attachment section **2000**, used in conjunction with a special footing **2002**. The attachment section **2000** is shown as attached to a partial view of watercraft **200***b* towards a tail section **2004**. In this embodiment, no hardware is needed to secure top member **2006** of attachment section **2000** to top surface **2008**. Rather, an end portion **2010**, shown in dashed lines, is inserted into a slot formed in footing **2002** during placement of attachment section **2000** to watercraft **200***b*. After insertion a rail section **1012** may be attached to rail **1014**, or the reinforcement piece **1902** may be used to add additional strength and support. The slot prevents end portion **2010**, and thus top member **2006**, from rising away from top surface **2008**, or from otherwise moving laterally on top surface **2008**.

FIG. **21** is a perspective view of footing **2002** used in the embodiment shown in FIG. **20**. Footing **2002** comprises a body **2100**, mating portion **2102** extending underneath body **2100**, and slot **2104**. As described previously with respect to footing **306**, footing **2002** is removably attached to a socket formed into top surface **2008** of watercraft **200***b*, similar to sockets **202***a* and **202***b* discussed previously. Removable attachment may be accomplished in any of the ways mentioned previously. In one embodiment, mating portion **2102** extends into the socket for removable attachment using non-permanent hardware, threads, or other non-permanent fastening means. Slot **2104** is formed such that after footing **2002** has been attached to the socket, it faces rail **1014** so that end portion **2010** can be inserted therein. In a related embodiment, shown in FIG. **22**, a number of slots may be formed in footing **2002** to allow a greater degree of flexibility with respect to the alignment of any slot with rail **1014**, and to further prevent lateral movement of end portion **2010**. FIG. **22** is a top, plan view of such an embodiment, showing four slots **2200**, **2202**, **2204**, and **2206** formed by walls **2208** inside footing **2002**. In this embodiment, end portion **2010** may be shaped to conform to the shapes of the slots, in this example, a triangular or pie-shaped. Then as end portion is seated within one of the slots that is closest to facing rail **1014**, end portion is inserted into the particular slot, and seats against two of the walls **2208**, thereby preventing lateral movement.

FIG. **23***a* is a perspective view of a tail section **2300** of watercraft **200**, illustrating another embodiment for remov-

ably attaching connecting structures **1702** to rotated watercraft **200**. In this embodiment, draw latches are used to make the connection. FIG. **23***a* shows recess **2302** formed into the rail **2304** and top surface **2306** of watercraft **200**. Inside recess **2302** are two attachment bars **2308** that are used by respective draw latches **2310** mounted at both ends of each connecting structure **1702**. During installation of connecting structures **1702** to rotated watercraft **200**, each end of each connecting structure **1702** is placed over a respective one of the recesses (FIG. **23***b* illustrates this detail). A hook **2312** of each latch hook **2310** engages a respective one of the attachment bars **2308** and then each hook **2310** is pulled tight against each attachment bar **2308** by placing latching mechanism **2314** into a "locked" position. Each latching mechanism **2314** is mechanically connected to a respective hook **2312** via a linkage that extends through respective holes **2316** in end portions of connecting structures **1702**.

FIG. **24** is a perspective view of still yet another type of watercraft **2400** that utilizes two watercraft **200**, each rotated approximately 90 degrees around their respective longitudinal axis from its usual flat position on the water when used alone in a paddleboard water activity. Shown are rotated watercraft **2400***a*, a second, rotated watercraft **2400***b*, and connecting structures, or cross-members, **2402***a* and **2402***b*. Watercraft **2400***b* is of the same or similar watercraft type as watercraft **2400***a* (i.e., paddleboard, SUP, surfboard, etc.), or it may be of a different type. Cross-member **2402***a* is shown with a "bowed" structure, while cross-member **2402***b* is shown having a different structure, in this embodiment, substantially straight. It should be understood that in other embodiments, the cross-members could have the same structure as each other, whether bowed, substantially straight, or some other geometric configuration.

The second watercraft **2400***b* may be the same size as watercraft **2400***a*, or it may be smaller. For example, watercraft **2400***a* may be 12 feet long and 28 inches wide at its widest point, while watercraft **2400***b* may be only 8 feet long and 20 inches wide at its widest point.

Watercraft **2400***a* and watercraft **2400***b* may be oriented with respect to one another in any one of four combinations, such as the top surfaces of each watercraft facing each other or away from each other, the top surface of one facing a bottom surface of the other, or vice-versa. It may be advantageous to have each watercraft's top surface face each other, as shown in FIG. **24**, because doing so may provide a more stable platform during use.

Cross-members **2402** are each attached to the watercraft as shown in FIG. **24**, in any of the ways described previously with respect to FIGS. **17-23**. The detail of such removable attachment has been omitted from FIG. **24** for clarity.

A variety of water activities are possible using the two rotated watercraft of FIG. **24** when configured with various attachments. For example, watercraft **2400** could be configured as a dual-hull motorboat, sailboat, or catamaran using the components discussed with respect to FIGS. **3-11**, i.e., a mast and sail, rudder, motor, bench, deck, trampoline, etc. In a dual-hull motorboat configuration, a motor could be removably mounted to the tail section of one watercraft **200***a* as shown in FIG. **9**, while a rudder could be removably attached to the tail section of the other watercraft **200***b* as shown in FIG. **11**. In another dual-hull motorboat embodiment, two motors could be removably mounted to the tail sections, one motor for each watercraft **200**. In a dual-hull sailboat or catamaran embodiment, two rudders could be used, one mounted to the tail section of each watercraft **200**, as shown in FIGS. **11** and **24**.

FIG. **25** is a perspective view of one embodiment of watercraft **2400**, shown as watercraft **2500**, comprising two rotated watercraft **200** as watercraft **2500***a* and watercraft **2500***b*, two cross-members **2502***a* and **2502***b*, and mast mount **2504**. In this embodiment, watercraft **2500** comprises an outrigger sailboat. Additional components of watercraft **2500**, such as a mast, sail, decking, rudders, seats, etc., have been omitted in order to illustrate an inventive concept of the location of mast mount **2504**.

In this embodiment, watercraft **2500***b* is smaller than watercraft **2500***a* in length, which results in a center of buoyancy between watercraft **2500***a* and watercraft **2500***b* to be located closer to watercraft **2500***a* than a mid-point between watercraft **2500***a* and watercraft **2500***b*. Thus, mast mount **2504**, in this embodiment, is located closer to watercraft **2500***a* on cross-member **2502***a*, as shown, than midway between watercraft **2500***a* and watercraft **2500***b* as would be the case if both watercraft **2500***a* and watercraft **2500***b* were the same dimensions and, hence, buoyancy. Watercraft **2500***b* may comprise the same or similar watercraft type as watercraft **2500***a* (i.e., paddleboard, SUP, surfboard, etc.), or it may be of a different type. Mast mount **2504** may comprise a structure the same or similar to mast mount **420** and may rise above the surface of cross-member **2502***a* as shown or be entirely contained with cross-member **2502***a* as a recession. Cross-members **2502***a* and **2502***b* are each attached to the watercraft as shown in FIG. **25**, in any of the ways described previously with respect to FIGS. **17-23**.

FIG. **26***a* is a perspective view of yet another embodiment of a configurable, multi-use watercraft **2600** formed from watercraft **200** and having two outriggers **2602** removably attached to the watercraft **200** via a single connecting structure **2604**. In this embodiment, the connecting structure **2604** is constructed of a rigid material such as metal, plastic, or fiberglass, and comprises a cross section of virtually any shape, such as circular, triangular, square, etc. Connecting structure **2604** is shaped to conform to a width of top surface **2606**, best shown in FIG. **26***b*, which is a rear, plan view of watercraft **2600**. Connecting structure **2604** is removably attached to watercraft **200** via clamping mechanisms **2608**, shown in close up in FIG. **26***c*. Clamping mechanisms **2608** are located in recesses **2610** formed into top surface **2606** and rails **2612** of watercraft **200**. Cross-member **2604** may be removably attached to watercraft **200** by placing cross-member **2604** over each clamping mechanism and applying a downward force, thereby opening jaws **2614** and seating within opening **2616**. Thereafter, jaws **2614** return to their original position, which secures connecting structure **2604** within clamping mechanism **2608** under normal load conditions as watercraft **2600** is used as an outrigger stand-up paddleboard. When it is desired to use watercraft **200** as a stand-up paddleboard, cross-member **2604** and outriggers **2602** are removed by pulling cross-member **2604** in an upwards direction with enough force to overcome the clamping effect caused by jaws **2614** of clamping mechanism **2608**. In alternative embodiments, a variety of fastening devices could be used alternatively, or in addition, to clamping mechanism **2608**, such as quick-release fasteners, latch hooks, or any other fastener capable of securing cross-member **2604** in place as watercraft **2600** is used as an outrigger, stand-up paddleboard.

The previous description of the preferred embodiments is provided to enable any person skilled in the art to make and use the concepts described herein. The various modifications to these embodiments will be readily apparent to those skilled in the art, and the generic principles defined herein

may be applied to other embodiments without the use of the inventive faculty. Thus, the ideas presented are not intended to be limited only to the embodiments discussed herein, but are to be accorded the widest scope consistent with the principles and novel features disclosed herein.

We claim:

1. A multi-use, configurable watercraft, comprising:

when configured as a single-hull watercraft for use in a first water-based activity, the multiuse, configurable watercraft comprises:

a first hull;

at least two sockets formed into a top surface of the first hull and spaced apart from each other along a longitudinal axis of the hull, each of the sockets configured to receive a respective footing when the first hull is configured for use as a multi-hull watercraft; and

at least two removable socket covers, each socket cover for covering a respective one of the at least two sockets when the configurable, multi-use watercraft is configured for use as the single-hull watercraft and preventing each respective footing from being received by a respective one of the sockets;

and when configured as the multi-hull watercraft for use in a water-based activity different than the first water-based activity, the multi-use configurable watercraft additionally comprises:

a first removable footing secured into a first of the at least two sockets, the first, removable footing comprising a mast mount for reception of a mast, and a through hole formed horizontally through side walls of the first, removable footing for receiving a first outrigger connecting structure;

a second, removable footing secured into a second of the at least two sockets;

the first outrigger connecting structure having one end of inserted into the through hole of the first, removable footing;

a second outrigger connecting structure having one end secured to the second, removable footing; and

an outrigger removably coupled to the first and second outrigger connecting structures for removable attachment to the first hull via the outrigger connecting structures.

2. The multi-use, configurable watercraft of claim **1**, when configured as the multi-hull watercraft, further comprises:

a bench comprising at least a first transition fitting and a second transition fitting;

a first bench socket formed into the top surface of the first hull, configured to removably receive the first transition fitting; and

a second bench socket formed into a top surface of the outrigger, configured to removably receive the second transition fitting.

3. The multi-use, configurable watercraft of claim **1**, when configured as the multi-hull watercraft, further comprises:

a transom removably attached to a tail portion of the first hull; and

an outboard motor attached to the transom.

4. The multi-use, configurable watercraft of claim **1**, when configured as the multi-hull watercraft, further comprises:

a mast coupled to a mast mount formed into the first, removable footing;

a transom removably attached to a tail portion of the first hull; and

a rudder attached to the transom.

5. The multi-use, configurable watercraft of claim **1**, when configured as the multi-hull watercraft, further comprises:

fabric attached between the outrigger connecting structures forming a support area for individuals.

6. The multi-use, configurable watercraft of claim **1**, when configured as the multi-hull watercraft, further comprises:

a second outrigger;

a third outrigger connecting structure for removably joining the second outrigger to the first hull via removable attachment to the through hole formed through the first, removable footing; and

a fourth outrigger connecting structure for removably joining the second outrigger to the first hull via a removable attachment to the second, removable footing.

7. The multi-use, configurable watercraft of claim **1**, when configured as the multi-hull watercraft, further comprises:

a cross-member transom removably attached to one of the outrigger connecting structure; and

an outboard motor attached to the cross-member transom.

8. The multi-use, configurable watercraft of claim **1**, further comprising:

the mast;

a transom removably attached to a tail portion of the first hull; and

a rudder attached to the transom.

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